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☞ MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York, Saturday, September 14, 1872.

INVESTMENTS.

We continue to sell at par, adding accrued interest, the First Mortgage Gold Bonds of the Northern Pacific Railroad Company. On the completion of this season's contracts there will be FIVE HUNDRED AND SEVENTEEN miles of the main line of the road in operation, uniting Lake Superior with the Missouri River, and securing the large traffic of the Northwest. This amount of road also entitles the Company to ten million four hundred thousand acres of land located in Central Minnesota, Eastern Dakota, and in the Columbia Valley, on the Pacific coast. The bonds are secured by a first mortgage on the road, its traffic and franchise, and on the entire land grant received from the government. The rate of interest is Seven and Three tenths, Gold, equivalent to about Eight and a Quarter per cent. in Currency. Believing the security to be ample and the rate of interest satisfactory, we recommend these bonds as a desirable investment. Holders of United States 5-20's and high priced corporate securities may materially increase both their principal and their interest income by exchanging for Northern Pacifics.

JAY COOKE & CO.

New York, Philadelphia and Washington.

ANNOUNCEMENT FOR PROPOSALS.

OFFICE OF FISK & HATCH,
BANKERS AND FINANCIAL AGENTS OF THE CHESAPEAKE AND OHIO R. R. CO.
NEW YORK, SEPTEMBER 9TH, 1872.

By direction of the President and Directors of the Chesapeake and Ohio Railroad Company, we offer, for proposals, *all* the remaining balance of their FIRST MORTGAGE SIX PER CENT. GOLD BONDS, now amounting to $2,923,700. Proposals must be accompanied by a deposit of five per cent., and will be received up to, and including Monday, the 16th inst., the Directors reserving the right to reject any proposals which it may not be for the interests of the Company to accept. The five per cent. deposit will be applied toward the payment, in case of accepted bids, and returned to those whose proposals are not accepted.

The President of the Company, Mr. C. P. HUNTINGTON, is well known as the Vice President of the CENTRAL PACIFIC RAILROAD COMPANY, and the same energy displayed in the management of that corporation, and to which its remarkable success is so largely due, is being put forth in the CHESAPEAKE AND OHIO.

The Board of Directors is composed of probably as strong and able men as were ever associated together to carry out a great enterprise. Among them are the following well known New York Merchants:

Messrs. A. A. LOW, WM. H. ASPINWALL,
JONAS G. CLARK, DAVID STEWART,
WM. WHITEWRIGHT, JR.

This road will extend from Richmond to the heart of the great West, at a point on the Ohio River, 313 miles below Pittsburgh, where it will at once connect with 12,000 miles of river navigation, and soon by connecting roads with the whole great system of Western railroads, thus giving a short, direct and easy grade outlet to the millions of people and inexhaustible products of the West to the Atlantic Coast, and in return furnishing them with the manufactures of the East, and cheap coal and cheap iron from along the line of the road. Its traffic must be immense. It will cost, fully equipped, upwards of $30,000,000. Of the whole length of the line, 427 miles, at this date 360 miles are completed; the grading is nearly done on the remainder, the iron is being rapidly laid, and during November next, it is expected trains will run through to the Ohio river.

The Western end, 200 miles, will be nearly all laid with steel rails; the bridging all iron, and the masonry first class in every respect.

The total amount of these Bonds is **$15,000,000.** The amount sold by us from the date of bringing out the loan is **$14,189,600.**

The amount now offered by us is made up as follows:

UNSOLD BALANCE OF LOAN as above	**$510,400**
RE-PURCHASED AND RECEIVED FOR DEBENTURE BONDS OF THE COMPANY	**2,413,300**
LEAVING BALANCE SUBJECT TO PROPOSALS	**$2,923,700**

Should the Proposals exceed this amount a proper award among the accepted proposals will be made. An opportunity for Savings Banks, Insurance Companies, Estates and Investors to get so good a Bond on a great road, at a moderate price, is rarely offered.

The Bonds are issued in denominations of $100, $500, and $1,000; either Coupon or Registered; Interest payable May and November, both principal and interest payable in New York City, in U. S. Gold Coin. The accrued interest from May 1st will be added to all accepted proposals.

Proposals should be addressed to

FISK & HATCH, Financial Agents,
Chesapeake and Ohio R. R. Company.

☞ The business men of Alpena, Mich., are contemplating a railroad, to connect them with Grand Rapids and Chicago, by quite a direct route. They are correct in judging that the advantage of such a road would enhance the importance of their thriving city sufficiently to warrant a liberal investment towards the construction of the projected line of communication.

☞ Track-laying on the Green Bay and Lake Pepin Railroad has been completed to Northport, Iron for the extension is rapidly arriving at Green Bay,

Petersburg Railroad.

The earnings of this road in the years ending December 31, 1870 and 1871 compare as shown in the following exhibit:

	1870.	1871.
From passengers	$94,255 69	$84,768 01
" freight.....	148,411 55	160,453 00
" mail.....	9,750 00	10,562 50
" Southern express.	7,101 31	7,252 37
" miscellaneous ...	594 57	395 75
Total.....	$260,118 12	$263,431 63
Operating expenses.....	142,215 32	178,195 67
Net earnings.....	$117,897 80	$85,235 96
Coupons and interest.....		24,498 98
Leaving a balance of.....		$60,736 98

Out of these profits a dividend of four per cent. was declared, amounting to the sum of $52,986. The President in his report dated February 15, 1872, says.

The fiscal year of this company, terminates annually, on the first day of January. On the 1st of February inst., a proposal was made in the Council of the city of Petersburg, to sell the city's interest in this road.

This proposal attracted more than ordinary attention, and the management of this road was most freely canvassed.

In view of this, for a moment, we will depart from the beaten path, stereotyped in most railroad reports, and submit a short review of a management which will receive the approval of the stockholders of this company, as we believe.

To enter into details covering a period of four years, would be tedious and unprofitable, but to state the general principles conducting the administration, in the particular of its finances, may be instructive, and will certainly afford the basis of attaining right judgment on the part of all.

Four years since, when the present administration was installed, there was a considerable outstanding debt, funded in six and seven per cent. bonds falling due in 1869, '70, '71, '72; there was a comparatively large floating debt, liquidated and unliquidated; there were large claims amounting to several thousand dollars, rapidly maturing to trial, on the dockers of the courts, every one of which resulted in judgments against the company; the receipts were far short of the pecuniary requirements; the road-bed was in an unsafe condition, being almost entirely without ballast; the sills, most of them green pine, rapidly wearing out; the rails, for the most part, seriously worn, not more than half spiked, and in the main, without chairs; several of the bridges to be entirely re-built; most of the depot buildings and the water stations to be constructed anew; very much of the motive power old, unsafe and inadequate; the rolling stock for freights, requiring constant and expensive repairs, by reason of being repaired during, and then since the war with unseasoned lumber. Such was the veritable condition of the road when its charge devolved upon the new management.

What it is now is well known to the travelling public, as well as to very many of our stockholders, who are familiar with its improved condition.

The arrangement and adjustment of the debts, the speedy making of the needed renewals of the roadway and rolling stock, the operating of the road the meanwhile, and the forced payment of dividends to the City of Petersburg, necessitated the adoption of some plan, in the common interest of all the shareholders, whereby successful results should be worked out of the seeming chaos, in large measure, the legacy of war.

The expedient of an issue of eight per cent. bonds was resorted to, by which to pay off the accumulated and accumulating debts, and supplement any deficit in the gross earnings which were inadequate to the payment of ordinary operating expenses, the large renewals necessitated by the then condition of the road, the dividends to the city, and the principal of, as well as the interest upon the funded and unfunded debt

In this connection, let it be borne in mind, that the City of Petersburg, a shareholder to the extent of more than one-third of the road, was entitled to, and demanded a three per cent. dividend on two thirds of its stock, under an act of the Virginia Legislature, and that too, whether the road was making or losing money.

While the gross earnings of the road were appropriated to, (and more than exhausted in,) the payment of ordinary expenses, of debts, of repairs, of dividends and interest, whereby the capital of the stock, (or in other words, the principal of the shareholder), was largely appreciated, and at the same time, one of the shareholders, (or co-partners), the City of Petersburg, holding more than one-third of all the stock, was receiving the benefit, not only of the appreciating value of its capital, (or principal invested), but was also demanding and receiving its three per cent. dividend, it was determined on, by the board of directors, that the shareholders, (or co-partners) other than the city,(the individual stockholders) should be placed upon the same footing with the city, by appropriating so much of the earnings as was required to pay to all the shareholders, the City of Petersburg and the individual stockholders alike, the annual dividend of three per cent., and so long as there was any deficit in the gross earnings for all the purposes required, supplement so much from the eight per cent. bonds as was necessary to restore the amount taken from the earnings for dividends, thus doing equal and exact justice to the entire partnership, and at the same time afford timely help to our stockholders, very many of whom, widows and orphans, were helpless and almost hopeless, and leave to posterity the obligation of paying some part of a debt, contracted in greatly enhancing the value of property to come into their possession. To have done otherwise, would have been to enrich one stockholder—the city—at the expense of all the rest.

Such was the condition of the road, and such was the policy adopted by your board. That it meets your approval, we believe; that it was just, none can doubt; that it was wise, the present condition of the affairs of the company amply attests.

The following abstract from the Report of the Treasurer exhibits in details, the financial condition of the company:

INDEBTEDNESS.

Seven per cent. coupon bonds.....	$17,000 00	
Eight per cent. coupon bonds.....	341,500 00	
		$358,500 00
Bills payable.....		28,223 08
		$386,723 08
Due to other companies...	$7,040 70	
Dividends and interest....	18,852 50	
Bills not paid 1st January, 1872.....	14,189 31	
		40,082 51
		$426,805 59

CREDITS.

Cash assets.....	$44,228 45	
Due by other companies.	19,524 16	
		$63,752 61
Leaving total balance of indebtedness, 1871.....		$363,052 98
Total balance of indebtedness for the year 1870.....		314,552 02
Increase of debt.....		$48,500 96
Total assets.....		$1,782,865 35
Total liabilities, including capital stock.....		1,751,005 59
Excess of assets		$31,859 76

The total value of the road is $1,719,112 74, which gives a per mile value of $21,223 61, very much less than would be the cost of constructing and equipping a road such as this.

It will be observed, that the indebtedness has increased since the last report, by the sum of forty-eight thousand five hundred dollars. This increase of debt is represented in the large expenditure being made in the renewal of the track, and the bridge over the Roanoke river, between Garysburg and Weldon. This work is progressing satisfactorily.

The act of the Legislature of North Carolina, securing in this behalf certain privileges not heretofore enjoyed, is hereto appended.

In connection with the increase of indebtedness, it should be observed that the property of the company has appreciated in value, by reason of renewals and improvements, by the sum of sixty-eight thousand nine hundred and fifty-six dollars, more than counterbalancing the increased indebtedness.

Few, if any, roads in the South present a more favorable exhibit than does this road, and the board unhesitatingly renews the expression of its confidence in its present value and future prosperity.

The number of passengers transported over the road in 1871 was 34,953, against 40,399 in 1870. Freight carried in 1871, 52,345 tons, against 43,240 tons in 1870—showing a decrease in passengers of 5,446, with an increase in freight tonnage of 9,105.

The financial condition of the company as per Balance Sheet, at commencement of 1872, was as follows:

Capital stock.....	$1,000,000 00
Preferred stock.....	324,200 00
Seven per cent. coupon bonds.....	17,000 00
Eight per cent. coupon bonds	341,500 00
Bills payable.....	28,223 08
Due to other companies.....	7 040 70
Interest on bonds due Jan. 1, 1872..	14,000 00
Dividends 3 235 shares stock, 1½ per cent. due Jan. 1, 1872.....	4,852 50
Current accounts.....	14,189 31
Excess of assets over liabilities.....	31,859 76
	$1,782,865 35
Road and equipment.....	$1,719,112 74
Due by other companies.....	19,524 16
Bills receivable.....	2,602 32
Lancaster, Brown & Co.....	8,000 00
Cash on hand.....	33,626 13
	$1,782,865 35

President.—CHARLES F. COLLIER.

Vice President.—A. G. MCILWAINE.

Directors.—S. A. Plummer, D. B. Tennant, R. A. Martin, T. T. Broocks.

General Superintendent.—R. B. PEGRAM.

Treasurer.—DAVID G. POTTS.

Auditor.—DAVID R. DUNN.

Toledo and St. Louis Railroad.

The most active operations on the Toledo and St. Louis Air Line road have commenced. More than one thousand men are distributed from Shelbyville, Illinois, to Arcola, sixty miles this way, and are rapidly preparing the road for iron. An enthusiastic meeting was held at Shelbyville, on Thursday last, in honor of the vigorous commencement of the work. Colonel Sprague has been on that section of the line for several weeks past, pushing forward the enterprise. The greater part of the Illinois division will be completed this season.

The only reason that work has not been commenced on the eastern division, is the small deficit of local stock—about $30,000 out of more than $800,000. This is really all a deficit of our own county. Adams, Wells, Huntington, Tipton, Clinton, Boone, Montgomery and Vermillion have not only done their duty, but Huntington, Clinton and Boone have a surplus. In Grant and Fountain counties only are there deficits. The consid-

erable surpluses of Boone and Clinton counties are applied to Fountain, which brings it up full. The small surplus of Huntington is applied to Grant county, yet there is still a lack of almost $30 000—we having raised $70,000 out of our quota of $100,000—*Marion Chronicle.*

Houston and Texas Central Railway Company.

This road was begun in 1868 and will be entirely completed by Jan. 1st next. It is destined to open up a vast region of great fertility, and place the city of Houston and the chief part of Texas in safe and quiet communication with all important northern and western points. A glance at the map will show the completed portions of tract run through a settled and producing country. In 1869 the gold receipts on 141 miles were $1,047,827; in 1870 of 166 miles, $1,538,410; and in 1871, $2,311,337. The northern division or trunk line will terminate at Preston, on the Red River, a distance of 350 miles, and the western division, from Hempstead to Austin City, a distance of 115 miles, making the entire length of road 465 miles. The president, William E. Dodge, of the noted firm of Phelps, Dodge & Co., is a gentleman trusted and highly respected among all business, mercantile and monetary, classes; while such other officers and directors as W. M. Rice, Moses Taylor, Sheppard Knapp and W. Walter Phelps are well worthy to be associated with him. These names will inspire confidence wherever known.

The company are now offering through the eminent banking house of John J. Cisco & Son, 59 Wall street, first mortgage 7 per cent. land grant gold bonds at 90 and accrued interest in currency, principal and interest payable January and July in gold at the National Bank, New York city.

These bonds are secured by a first and only mortgage upon ten sections or square miles of land for every completed mile of road on the northern division or trunk line from the city of Houston to Red River, and on the western division from Hempstead to Austin city, the capital of the State, also by first and only mortgages upon the whole and entire lines of road of each division, and upon the property of the company of every description, including chartered rights, privileges and franchises, also by an annual sinking fund of two per cent. in addition to the amount derived from the sales of the lands, which are specially devoted to the purpose of paying the bonds. The land grant is 16 sections of 640 acres each, or 10,240 acres for every mile of road constructed; of which, however, as stated above, but 10 sections, or 6,400 acres, to the mile are covered by the mortgage. The issue of the bonds is limited to $20,000 per mile, and no bonds are issued except upon road thoroughly built, equipped and in active operation. Capital stock, $820,000, to which has been added the net earnings of the road, over $3,000,000, largely held by managers and directors. It will be seen that these bonds offer the highest possible inducements as to profit and security for permanent investment. They are in every respect first-class.

Jackson, Lansing and Saginaw Railroad.

The northern extension of this road is completed and accepted to the West Branch, thirteen miles above Wells. Beyond that point track laying is progressing rapidly, not less than five miles having been laid in four days, recently. There are some 600 men regularly employed. The new Superintendent, Major Geo. C. Hooper, has his office at Saginaw City, and with the energy for which he is noted, is sparing no pains to render this road complete in all its appointments. The following is from the Jackson *News*:

This road is opening up a section of the country that for wildness of scenery and picturesque beauty cannot be surpassed in this country, by penetrating these vast old forests that for centuries have been the secure abodes of the bear, wolf and deer, where they have remained undisturbed except by an occasional adventurous pioneer, or by the "noble red man," those solitudes are soon to echo with the shrill scream of the locomotive, and those beautiful lakes that for ages have nestled in those dark forests, will soon be the scenes of happy parties from the highest circles of civilization. As soon as the railroad is completed a ride to Mackinaw and a visit to the intermediate points of interest will be one of the most delightful of summer trips that can be imagined. The road will be completed to the north line of Crawford county this fall, and will undoubtedly be pushed to the Straits next summer, and is destined to be one of the most popular and safe roads to travel on in this country.

Illinois Central Railroad.

The statement of this Company for the month of August, 1872, is as follows:

LAND DEPARTMENT.

Acres Construction Lands Sold	1,409.74 for	$12,480 18
Acres Inter't Fund Lands Sold	40 for	480 00
Acres Free Lands Sold	183.89 for	2,158 90
Total sales during the m'th of August, 1872	1,633.63 for	$15,119 08
To which add Town Lot Sales	..... for	.....
Total of all	1,633.63 for	$15,119 08
Cash collected in August, 1872		$47,198 00

ESTIMATED EARNINGS—TRAFFIC DEPARTMENT.

	In Illinois. 707 Miles.	In Iowa. 402 Miles.	Total. 1,109 Miles.
Freight	$444,741 00	$82,891 00	$527,632 00
Passengers	111,434 05	38,990 20	150,424 25
Mails	6,375 00	3,059 33	9,434 33
Other sources	73,625 00	2,140 67	75,765 67
Tot'l Aug. '72	$636,175 05	$127,081 20	$763,256 25
Total actual earn'gs, Aug., 1871	$706,947 35	$129,093 16	$836,040 51

Albany and Susquehanna R. R.

At the annual meeting of this company held in Albany on the 3d inst., the following gentlemen were elected directors for the ensuing year: Thomas Dickson, J. Pierpont Morgan, David Groesbeck, New York; Joseph H. Ramsey, Robert H. Pruyn, William A. Rice, Thomas Olcott, Albany; Minard Harder, Cobleskill; John Westover, Richmondville; John Cook, Worcester; Jared Goodyear, Colliersville; Eliakim R. Ford, Oneonta; Ira E. Sherman, Sidney Plaine. At a meeting of the directors held subsequently, the following officers were chosen: Joseph H. Ramsey, President; David Groesbeck, Vice President; William L. M. Phelps, Secretary and Treasurer.

☞ The estimated earnings of the Kansas Pacific Railway in August, 1872, were $349,381-80, against actual earnings in August, 1871, $332,-554 97—an increase of $16,826 83.

☞ The length of the Berks County (Pa.) railroad, between Reading and Slatington, is forty miles; one-half of this is now under contract, and the shanties for the workmen are being put up along the route.

☞ A railroad is being built from Mt. Union, in Blair county, (Pa.) to Matilda Furnace, in Wayne township, Mifflin county. The grading is nearly completed.

Traffic Guarantee

AND

REDEMPTION BONDS

7 per cent. Gold Interest.

Mortgage $15,000 per mile.

COMPLETED AND FULLY EQUIPPED RAILWAY.

228 MILES LONG,

ENTIRELY WITHIN THE

STATE OF ILLINOIS.

FIRST MORTGAGE SINKING FUND, GOLD BONDS OF THE

Springfield and Illinois South-Eastern Railway.

INTEREST PAYABLE FEBRUARY AND AUGUST, FREE OF GOVERNMENT TAX, AT THE

Office of the Farmers' Loan and Trust Company

IN NEW YORK.

PRICE 90 AND ACCRUED INTEREST.

These Bonds, representing an unusually light Mortgage upon a Finished Railway, fully Equipped, extending Centrally through one of the Richest, and most Populous States of the Union, remarkable for the great success of its different Railways, offer unusual inducements to the investor seeking a PROFITABLE AND SAFE SECURITY.

The Holder of this Bond has the right to vote at all Elections.

By the terms of a Traffic Guarantee Contract with the well-known CLEVELAND, COLUMBUS, CINCINNATI AND INDIANAPOLIS RAILWAY, (four of whose Directors, including the President and Vice-President, are also DIRECTORS IN THE SPRINGFIELD AND ILLINOIS SOUTH-EASTERN RAILWAY), A LARGE NUMBER OF THESE BONDS WILL BE PURCHASED BY LOT SEMI-ANNUALLY *AT PAR* and ACCRUED INTEREST, giving the fortunate holders Eleven per cent. Profit on their investment, besides nearly Nine per cent. Interest.

We respectfully invite the attention of all Capitalists to this Security as a particularly safe and desirable one.

Pamphlets and Maps with full particulars furnished by us on written or personal application.

JONES & SCHUYLER,

12 PINE STREET, NEW YORK,

Financial Agents of the Company.

Grand Rapids and Bay City R. R.

The eastern end of the Grand Rapids and Bay City Railroad will soon be completed. It is time to think of the western end of the road; the line from Midland City to Grand Rapids ought to be completed next season. The following from the Midland *Independent* tells how far advanced the eastern end of the road is, and what the prospects are:

An assessment of 10 per cent. was made on the 9th inst., on the subscribed stock of the above road, which is payable September 5th, and another assessment of 15 per cent., payable on the 6th of October next. These two assessments make the 100 per cent., or in other words, exhaust the subscription. We are informed that the grading upon this road is substantially completed, with the exception of a two-mile job at either extremity. The whole will be accomplished probably within 60 days. The ties and irons have not as yet been purchased. Many ties have been got out, however, along the line of the road, and are held for sale to this company. The iron will probably be secured ere long, and it is believed that before the frost hardens our ground again the locomotive will have made its first direct trip from Midland to Bay City.—*Grand Rapids Eagle.*

Wilmington and Reading Railroad.

The grading on the extension of the Wilmington and Reading Railroad from Birdsboro' to Reading is rapidly approaching completion. Three bridges are required over the Schuylkill, and by the time these are finished the whole road will be ready for the rails. The work on the extension of the W. and R. road from Reading to the Lehigh Valley Railroad, known as the Berks County Railroad is also progressing. The contractors are at work on the grading of the first twenty miles, and the remainder will be put under contract in a few days. The road connects with the Lehigh road at Slatington, and will be 40 miles long, part of which, however, will be built by the Lehigh Valley road. It is expected to have the cars running in a year. This will place Chester county in direct connection with the Lehigh coal regions. The project to build a branch from the Wilmington and Reading Railroad, at Springfield, up the Conestoga Valley into Lancaster county, we hear, is lying quiet for the present, owing to the fact that surveys of the proposed Lancaster City and Delaware River Railroad run parallel with it.—*Westchester Record.*

Marquette, Houghton and Ontonagon R. R.

The Marquette and Ontonagon and the Houghton and Ontonagon Railroad companies have been consolidated under the above title. The officers of the new organization are: H. N. Walker, of Detroit, President; S. P. Ely, of Marquette, Vice President; Freeman Norvell, of Detroit, Secretary; Moses Taylor, of New York, Treasurer. Directors, Moses Taylor and John Steward, of New York; Charles Adams, Jr., and Alex. Agassis, of Boston; H. N. Walker, George Jerome, S. L. Smith, S. P. Ely and C. H. Palmer, of Michigan.

It is understood to be the policy of the new company to extend their road and branches to all the mines in their vicinity, to increase the rolling stock and motive power equal to the demand, to reduce their rates of transportation, and, if practicable, to establish a new system of transportation, which, if carried out, will, it is thought, work advantageously to the producer and consumer, and relieve the anxiety of both.

A committee was appointed to investigate the mode suggested, which is to establish a line of steam barges to run in connection with the road, taking the ore from the mines and delivering it at its port of destination, with a certain degree of regularity, which it is impossible to do now. It is hoped that something may be done to facilitate transportation of ores from this region. The present prospects are that a demand for not less than 1,500,000 tons of ore, and possibly more, will be made next year from here. As it now looks not over 1,000,000 tons will be shipped this year, and over half this amount will go via the Chicago and Northwestern Railroad, via Escanaba. It is reported that the latter company intend to build 500 or more cars the coming winter to do the transportation required over their road next year, equal to 800,000 tons or more of ore. Their new shipping dock will be completed so as to use this fall to some extent. It is now very evident that neither road can move the whole amount of ore sold.—*Correspondence Detroit Post.*

The Cotton Crop.

The cotton crop as made up for the year ending August 31, 1872, is considerably smaller than the estimates of it which were published at this time a year ago, and this for reasons which we have duly published as the prospects varied from time to time until the last boll was picked. When the statement was completed last year, the indications for the new crop were so favorable that the most reliable estimates had gradually risen from three and a quarter to three and a half million bales, and it was our own opinion that the higher figure was not an exaggerated summary of the prospective yield. This was afterwards reduced, but very few, even of the least sanguine, expected that the total would fall below three million bales. The weekly *Financial Chronicle* of this city, under the advice and countenance of the Cotton Board, has made up the annual statistics which are accepted here as official. The following will show the yield in different sections as nearly as these can be divided:

COMPARATIVE PRODUCT OF COTTON.

	1869-'70	1870-'1.	1871-'2.
Louisiana	1,142,097	1,446,490	957,538
Alabama	305,956	404,673	288,012
Texas	246,284	314,484	197,956
Florida	23,194	16,688	19,359
Georgia.	485,374	725,528	450,539
South Carolina.	246,593	350,692	271,241
North Carolina.	58,884	77,223	52,528
Virginia.	203,981	339,175	276,098
Tennessee, etc..	322,386	580,813	341,080
Manuf. at South.	79,843	91,240	120,000
Total bales	3,114,592	4,347,006	2,974,351

The exports to foreign ports show a very large decrease as compared with the corresponding figures of last year. They may be summed up briefly as follows:

EXPORTS OF COTTON TO FOREIGN PORTS.

	1869-'70.	1870-'1.	1871-'2.
To Gt. Britain..	1,475,444	2,345,998	1,454,532
To France	346,706	138,869	189,634
To N. Europe...	255,315	496,377	229,427
To other ports..	96,094	152 928	82,721
Total bales	2,173,529	3,134,172	1,957,314

The total consumed in the United States can never be given with perfect accuracy, but the annexed estimate is probably near enough for all practical purposes:

HOME CONSUMPTION OF COTTON.

	North of Virginia.	Elsewhere.	Total.
1856-7, bales...	665,718	154,218	819,936
1857-8 "	452,185	143,376	595,562
1858-9 "	760,218	167,433	927,651
1859-60 "	886,521	185,522	972,043
1860 1 "	650,357	193,383	843,740
1865-6 "	594,000	72,000	666,000
1866-7 "	690,000	80,000	770,000
1867-8 "	884,281	81,385	965,666
1868-9 "	846 756	79,498	926,254
1869-70 "	777,341	85,265	862,606
1870-1 "	1,072,426	94,542	1,166,968
1871-2 "	1,007,540	130,000	1,137,540

We now present our usual comparison of the total crop of each year since 1820. The total given as the crop of 1865-6 includes a large amount grown in preceding years, but not sent forward until the ports were opened; the period of the war has been filled up with accepted estimates;

COMPARATIVE CROP STATEMENT.

	Bales.		Bales
1820-1	430,000	1846-7	1,778,651
1821-2	455,000	1847 8	2,347,634
1822 3	495,000	1848-9	2,728,596
1823 4	509,158	1849-50	2,096,706
1824-5	569,249	1850-1	2,355,257
1825-6	720,027	1851-2	3,015,029
1826-7	957,281	1852-3	3,262,882
1827-8	727,593	1853-4	2,930,027
1828 9	870,415	1854 5	2,847,339
1829-30	976,845	1855 6	3,527,845
1830-1	1,038,848	1856-7	3,939,519
1831-2	987,477	1857-8	3,113,962
1832-3	1,070,438	1858-9	3,851,481
1833-4	1,205,324	1859 60	4,669,770
1834-5	1,254,328	1860-1	3,656,086
1835-6	1,360,725	1861-2. (est.)..	4,800,000
1836-7	1,422,930	1862-3. (est.)..	1,500,000
1837-8	1,801,497	1863-4. (est.)..	500,000
1838 9	1,360,532	1864-5. (est.)..	300,000
1839 40	2,177,835	1865-6	2,154,476
1840-1	1,634,945	1866-7	1,951,988
1841-2	1,683,574	1867-8	2,430,893
1842-3	2,378,875	1868-9	2,260,557
1843-4	2,030,409	1869-70	3,114,592
1844-5	2,394,503	1870 1	4,347,006
1845-6	2,100,537	1871-2	2,974,351

The Sea Island crop for last year was the smallest of any year upon our record, amounting to only 16,845 bales. The largest total was for 1858-9, when it reached 47,592 bales. The smallest previous total was for 1868-9, when it fell to 18,054. The next year it reached 26,507, then fell to 20,818, for the year before last.

Prices of cotton have ruled during the year a little above the range for the previous year. The average of the range, reckoning one week with another, is 22 cents. The highest price for middling upland in this market was 27⅞, and the lowest price 18⅜, reckoning from September 1, 1871, to August 31, 1872. We have prepared with much care, from the official record at the Cotton Exchange, the highest and lowest price of middling upland at this port for each week of the year, which will be found extremely valuable for reference, and should be carefully preserved:

HIGHEST AND LOWEST PRICE OF MIDDLING UPLAND COTTON AT NEW YORK DURING EACH WEEK OF THE YEAR ENDING AUGUST 31, 1872:

Week end.	High-est.	Low-est.	Week end.	High-est.	Low-est.
Sept. 8—1871.	20⅞	19⅝	Mch. 8—1872.	22⅝	22¼
Sept. 15	21⅛	20⅞	Mch. 15	22¼	22⅛
Sept. 22	21	19⅞	Mch. 22	22¼	22⅛
Sept. 29	19¾	19⅝	Mch. 29	23¼	22⅝
Oct. 6	21⅛	19¾	Apl. 5	23⅝	23¼
Oct. 13	20⅛	19⅞	Apl. 12	23½	23⅛
Oct. 20	20⅛	19¼	Apl. 19	23⅝	23½
Oct. 27	18⅞	18⅛	Apl. 26	23⅝	23½
Nov. 3	18¾	18⅜	May 3 ...	23⅞	23⅝
Nov. 10	18½	18½	May 10	23¾	23⅝
Nov. 17	18⅝	18¼	May 17	24¼	23¾
Nov. 24	19	18⅝	May 24	25⅛	24¼
Dec. 1	19⅛	19	May 31	26⅜	25⅛
Dec. 8	19⅝	19	Jun. 7	27⅜	26⅜
Dec. 15	20⅛	19⅝	Jun. 14	26¾	26⅛
Dec. 22	20⅛	19⅞	Jun. 21	26⅛	26⅛
Dec. 29	20⅛	20	Jun. 28	26⅛	26⅛
Jan. 5—1872.	20⅞	20	July 5	26⅛	25⅛
Jan. 12	22⅛	22⅛	July 12	25	24
Jan. 19	22⅛	21¾	July 19	24⅛	22⅝
Jan. 26	22⅛	21⅞	July 25	22⅛	22
Feb. 2	22⅝	22	Aug. 2	22	21⅛
Feb. 9	23⅛	22¾	Aug. 9	21⅝	21⅛
Feb. 16	23⅛	22⅞	Aug. 16	21⅝	21⅜
Feb. 23	23⅝	22⅞	Aug. 23	22	21⅜
Mch. 1	22⅞	22⅛	Aug. 30	22	21⅜

Some time ago we compiled a yearly table giving the highest and lowest prices of middling upland at this port for each year since 1825. This was very highly esteemed, and we were solicited for copies long after our edition was exhausted. We now repeat this table, adding to it the highest and lowest for the year 1872 from January 1 to August 31. This, it will be noticed, is for the calendar

year ending December 31, and not for the commercial year:

HIGHEST AND LOWEST PRICES OF MIDDLING UPLAND COTTON IN EACH OF THE YEARS NAMED AT THE CITY OF NEW YORK.

Year.	Highest price.	Lowest price.	Year.	Highest price.	Lowest price.
1825	27	13	1849	11	6
1826	14	9	1850	14	11
1827	12	8	1851	14	8
1828	13	9	1852	10	8
1829	11	8	1853	11	10
1830	13	8	1854	10	8
1831	11	7	1855	11	7
1832	12	7	1856	12	9
1833	17	9	1857	15	13
1834	16	10	1858	13	9
1835	20	15	1859	12	11
1836	20	12	1860	11	10
1837	17	7	1861	28	11
1838	12	9	1862	68	20
1839	16	11	1863	88	54
1840	10	8	1864	1 90	72
1841	11	9	1865	1 22	33
1842	9	7	1866	52	32
1843	8	5	1867	36	15½
1844	9	5	1868	33	16
1845	9	4	1869	35	25
1846	9	6	1870	25¾	15
1847	12	7	1871	21¼	14¾
1848	8	5	1872 to Sp. 1	27⅜	18⅜

The damage to the growing crop from various causes, and especially from the furious storms and overflow of water in Alabama, have modified materially the estimates made some time ago. A few days since the sharp turn of cold weather led many to fear an early frost that would put an end to all ripening of the late yield. Not a few argue from the extreme heat of the past summer, an early and cold winter, to extend over a large area of country. Of course this is mere speculation, but the indications of a long, late picking season are not as favorable quite as usual. If no untimely frost occurs, with a fair opportunity to gather all maturing, the yield will probably be near three and a half million bales.—*N. Y. Journal of Commerce.*

Notes on Tennessee Roads.

It appears likely that Chattanooga will push through her air line to Pensacola. The South and North proposed to build the Chattanooga, Montgomery and Pensacola road beginning at Rome, Georgia, if Chattooga and Walker Counties would subscribe $100,000, but the Lookout Mountain Company want the work to begin at Chattanooga and this appears to be the understanding now. The indications are that Chattooga and Walker counties will assist, and Chattooga has already promised.

The survey of the Columbia and Fayetteville road was begun on the 19th inst., and is now being carried vigorously forward. Fayetteville does not seem as enthusiastic as Columbia and Lewisburg, and counts out its dollars for assistance slowly. Unquestionably this road would be of immense benefit to Lincoln County and no county can better afford it. Nature has made the route an easy one, almost level, while Marshall, Maury and Lincoln are all fertile to a remarkable degree; the two latter are among the richest counties in the State. Probably Lincoln is rich enough to be a little selfish and careless as to its neighbors welfare, Maury has not subscribed yet but will in all probability; while Marshall is very anxious, a subscription of $300,000 to the Cumberland and Ohio, restrains it from action just now.

The bidding closed for the building of the extension of the Mississippi Central from Jackson, Tennessee, to Cairo, and Col. Reid has laid the estimates and bids before President McCombs. The Jacksonians are hopeful of an early completion of this line.

The Memphis and Knoxville narrow gauge is working it way through the mist of wordy preliminaries.

The Cincinnati Southern sold $150,000 of their bonds to the First National Bank of Cincinnati lately at a handsome premium. With this money they intend to complete the surveys to Chattanooga, and arrange other preliminaries so that by the first of 1873 to begin the grading.—*Nashville Journal of Commerce.*

Air-Line Route from Nashville to Chicago.

Among the various roads lately projected and now completed, has been an air line route from Nashville, Tenn., to Chicago, via Evansville and Terre Haute. In other words a road has been built from Henderson, Ky., opposite Evansville, Ind., to Nashville, Tenn., as an extension of the Evansville and Crawfordsville Railroad, at the southern extremity, while at the northern terminus the Terre Haute, Danville and Chicago Railroad has been completed, so that now the run from Chicago to Nashville can easily be made in twenty hours. These three roads are soon to be consolidated, and cars without change will be run from Evansville to Chicago, the distance being about three hundred miles.

Between Vincennes and Terre Haute the Evansville and Crawfordsville Railroad runs through a valuable coal country; and previous to the opening of this one to Chicago there has been little or no market for the coal mined in this region, so that, during the summer months especially, the miners were idle. Now there is a ready sale for all the coal offered, and so great is the demand that several new shafts have recently been sunk in Sullivan county. About three fourths of the freight trains to Chicago over the Chicago, Danville and Vincennes road are now composed of coal cars. Besides this, immense quantities of cotton and tobacco from Nashville, which were formerly sent over the Louisville and Nashville as a matter of necessity now comes this way. This new road is as straight as an arrow, and seems so destitute of curves that an express train could run on it 50 miles an hour with ease and safety. This is destined to be the great Southern route from Chicago, and will form a valuable connection with the Terre Haute and Cincinnati road now building, a portion of which was opened with a celebration on the 6th inst., to Middleburg, in Clay county, Indiana.—*Chicago Journal of Commerce.*

☞ The managers of the Chicago, Dubuque and Minnesota Railroad have made proposals for building another branch of their line. It will commence on the Iowa and Pacific, eight miles beyond Lafayette, and run up into Howard county, via Cresco. The building of the road will commence as soon as certain preliminaries are fixed up. The Chicago, Dubuque and Minnesota Railroad is now running to Brownsville, Minnesota, and on the Tucker Valley Road the iron is laid to Elkport, and beyond.

☞ Mr. Wendell Bollman, of Baltimore, the contractor for the erection of iron bridges over the creeks on the line of the Frederick and Pennsylvania Line R. R., completed the last one, that over Monocacy, on Saturday morning last. It is a neat and handsome structure, and reflects much credit upon the builder.

☞ The following persons have been elected directors of the Cincinnati, Rockport and Southwestern Railway Company, to serve for one year: A.S. Goshorn, James M. Glenn, S. S. l'Hommedieu, K. Garrard, Joseph Kinsey, Henry Lewis, E. H. Sabin, L. J. Debruler, John Mollen, Jacob Seasongood, J. F. Melbourne, John A. Mann.

☞ Work will soon be commenced on the Nashua and Rochester Railroad at Rochester.

☞ The survey of the Painesville, Warren and Pittsburgh Railroad has been completed.

$5,000,000.

A

PRIME INVESTMENT

AT A

LOW PRICE

THE

CHICAGO

AND

CANADA SOUTHERN

First Mortgage Sinking Fund 30 Years'

7 PER CENT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

Interest Payable April and October at Union Trust Company.

This road is the western link in the new AIR LINE from BUFFALO to CHICAGO, and runs from the Detroit River to Chicago in nearly a straight line.

The road is a part of the same line as the Canada Southern, and is being built by the same men, viz.: Milton Courtright, John F. Tracy, David Dows, Wm. L. Scott, Henry Farnham, R. A. Forsyth, John M. Burke, M. L. Sykes, Jr., all Directors either in the Chicago and Northwest, or the Chicago, Rock Island and Pacific; Geo. Opdyke, of the Midland Road; Sidney Dillon, Daniel Drew, John Ross, David Stewart, Samuel J. Tilden, Kenyon Cox, and other prominent railroad men.

The Road, like the Canada Southern, will have steel rails (60 pounds to the yard) throughout; is practically straight and level; much shorter, and can be run more quickly and with greater safety than any other road connecting Buffalo and Chicago.

Twenty-five miles are finished and running; seventy-five miles more are so far advanced as to be finished by January 1st, and the entire road will be completed during the ensuing year. Steel rails and ties for one-half the entire road have already been purchased.

The builders of the road control enough of its Chicago feeders to obtain for it a profitable business from the start, having projected the line to accommodate existing business, and having seen the necessity for another trunk line between Chicago and the Atlantic seaboard, located expressly with the view of obtaining the cheapest transportation practicable.

The branch lines will make the shortest connections between Chicago and Toledo, and Chicago and Detroit, as well as between all these points and Buffalo.

The Canada Southern Bonds in every particular like these, were eagerly taken, the last of them several weeks ago, by the best class of investors, and were on the market a shorter time than any other railroad loan of like amount for years past.

The proceeds of these bonds will complete the entire line, and we recommend them with the same confidence as we did the Canada Southern, and regard them as in every way a choice security.

Pamphlets and all information furnished by

Winslow, Lanier & Co.,

BANKERS,

NO. 27 PINE STREET.

Leonard, Sheldon & Foster

BANKERS,

NO. 10 WALL STREET

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	295,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872	634,480	545,487	863,050	951,200	1,221,625	1,222,140	1,175,295	1,288,297	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,250	357,956	307,919	236,824	3,840,092
1866	226,163	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,644	440,457	435,192	482,987	572,331	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407,688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305,673	1,371,780	1,140,145	845,708	13,355,467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872	774,856	714,122	846,394	900,376	1,074,779	.....	.....	.....	.....	.....	.....	.....	.....
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,719
1871	279,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	378,493	.....	219,069	404,286	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	880,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	636,373	641,410	616,680	763,256	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	163,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	.....	.....	.....	.....	.....
Michigan Central:													
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,814	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,968
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.195	496,566	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872	460,985	387,525	426,192	474,188	580,432	594,901	488,348	565,728	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284.319	3.793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 380.583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964,041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,349	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	305,755	265,000	304,512	265,406	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702,685	10.033 026
1866	738,061	725,967	779,198	861,604	1.109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	965,358	903,974	864,637	693,104	873,153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761,220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,668	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,936,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,295
1870	152,393	158,788	172,216	172,347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	162,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	128,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	187,625	180,786	181,240	194,450	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,906	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450,246	4 0,720	422,369	323,377	434,284	4,242,343
1870	257,864	293,645	295,279	318,699	340,892	348,633	322,756	466,431	508.043	451,294	425,687	515,618	4,454,464
1871	365,175	328,791	393,455	443,611	453,909	439,515	553,994	552,079	558,817	600,205	531,080	516,985	5,736,666
1872	439,780	431,949	460,646	447,311	510,792	462,868	434,465	614,175	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	23,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528 529	509 139	539,239	706,603	802,586	746,450	643,078	664 051	798 521	719,698	570.168	505,053	7,654,094
1871	479,573	373,925	499,899	584 540	724,466	728,174	673,693	681,865	800,402	777,362	708,142	542,908	7,574,949
1872	273,936	584,115	565,864	699 430	890,442	835,459	743,382	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'71	7.25	102	16	Albany .....N.Y.	157,800	111,400	40,000	—	63,640	16,449	10	100	100	....
Sept. 30, '71	1.04	....	...	Albany st. Freight (B'ton).Mass.	48,709	75,000	—	155	2,856	657	—	100	100	....
Oct. 31, '71	7.25	12	...	Allentown .....Pa.	31,452	192,750	—	—	10,801	2,985	—	100	100	....
Sept. 30,'71	11.83	....	...	Avenue C (N. Y. City....N. Y.	513,286	500,000	681,000	163,841	161,424	11,753	—	100	100	....
Sept. 30,'71	22.00	440	55	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,775,049	900,000	694,000	11,282	302,393	69,420	—	100	100	....
Sept. 30,'71	4.63	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	8,800	7,359	6.8	100	100	....
Sept. 30,'71	1.25	—	—	Boston & West Roxbury. Mass.	56,133	41,000	—	—	2,500	2,348	—	100	100	....
Sept. 30,'71	10.76	276	52	Broadway (Brooklyn).....N.Y.	309,000	200,000	100,000	9,859	143,794	25,445	9	100	100	....
Sept. 30,'71	10.33	775	109	B'dway & 7th Av.(N.Y.C.)N.Y.	3,632,053	2,100,000	1,600,000	13,559	775,190	235,915	3	100	100	....
Sept. 30,'71	7.00	....	28	Brooklyn, Bath & Coney I.N.Y.	212,379	180,000	80,000	—	41,166	8,501	—	100	100	....
Sept. 30,'71	72.00	1479	297	Brooklyn City.....N.Y.	2,082,804	1,500,000	300,000	123,000	1,330,241	293,274	12	100	100	....
Sept. 30,'71	15.00	194	42	Brooklyn City & Newtown.N.Y.	636,730	400,000	200,000	8,829	164,787	34,200	—	100	100	....
Sept. 30,'71	19.83	....	...	B'klyn, City, Hun. P.& P.P.N.Y.	616,730	300,000	300,000	29,197	154,768	40,685	—	100	100	....
Sept. 30,'71	15.20	201	59	Buffalo street.....N.Y.	429,557	373,000	73,000	19,257	183,932	23,518	—	100	100	....
Sept. 30,'71	11.50	92	17	Bushwick (Brooklyn) .....N.Y.	324,012	302,000	52,000	2,018	81,514	8,092	—	100	100	....
Sept. 30,'71	33.51	—	—	Cambridge (Boston) .....Mass	740,904	740,000	150,000	—	69,091	69,091	13.5	100	100	....
Sept. 30,'71	1.74	20	4	Central City (Syracuse).....N.Y.	29,006	21,130	6,000	—	19,524	7,475	20.0	100	100	....
Sept. 30,'71	46.00	802	142	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	88,746	590,245	13,153	—	100	100	....
Oct. 31, '71	7.25	352	48	Citizens' (Phila.).....Pa.	212,820	192,750	—	—	313,002	94,494	27.7	50	19½	....
Oct. 31, '71	8.83	170	33	Citizens' (Pittsburg) .....Pa.	249,895	184,000	50,000	7,700	107,771	60,987	22.6	50	46	....
Sept. 30,'71	14.83	222	21	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	215,000	49,593	160,178	14,667	—	100	100	....
Sept. 30,'71	10.36	834	116	Dry Dock,E.B.&B.(N.Y.C)N.Y.	937,943	1,200,000	700,000	—	698,241	179,551	—	100	100	....
Sept. 30,'71	11.75	31	16	East New York & Jamaica N.Y.	259,668	175,800	82,700	1,632	26,554	5,460	—	100	100	....
Oct. 31, '71	1.63	13	3	Easton and S. Easton .....Pa.	25,962	29,562	—	—	9,757	2,658	5	25	25	....
Sept. 30,'71	18.00	877	169	Eighth Avenue (N.Y.City)N.Y.	1,560,134	1,000,000	203,000	35,000	702,672	154,662	12	100	100	....
Oct. 31, '71	5.25	....	...	Elmira and Horseheads....N.Y.	43,000	22,500	—	3,200	(Not in	opera.)	—	100	100	....
Oct. 31, '71	2.20	20	6	Erie City. .....Pa.	36,957	19,807	20,458	—	14,371	3,268	—	50	42	....
Oct. 31, '71	5.00	72	13	Federal St. & Pl. Val. (Pbg.).Pa.	93,000	68,000	25,000	—	41,167	7,504	—	25	25	....
Sept. 30,'71	2.70	....	...	Fifth Ward (Syracuse).....N.Y.	46,799	29,335	10,000	2,800	12,612	1,163	—	100	100	....
Sept. 30,'71	9.63	....	...	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,054 679	748,000	215,000	—	362,619	97,698	6.5	100	100	....
Oct. 31, '71	17.04	366	52	Frankford & Southwark(Ph.)Pa.	830,364	491,750	227,000	80,000	335,899	92,869	6	50	50	....
Sept. 30,'71	3.25	22	5	Genesee & Water st. (Syr.).N.Y.	59,926	42,500	12,700	—	13,924	2,226	—	100	100	....
Oct. 31, '71	34.25	360	64	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	363,586	88,100	19.5	50	30	....
Oct. 31, '71	5.40	108	28	Girard College (Phila.).....Pa.	177,497	170,000	—	—	217,573	55,592	17.6	50	17	....
Sept. 30,'71	2.00	93	16	Gr'd st. & Newtown (Bk'n)N.Y.	304,532	170,000	90,000	20,000	94,496	7,771	—	100	100	....
Sept. 30,'71	8.00	....	...	Gr'd St. Prosp. Pk.& Flatb.N.Y.	400,000	200,000	200,000	14,000	(Not in	opera.)	—	100	100	....
Oct. 31, '71	7.25	196	42	Green and Coates st. (Phila.).Pa.	244,441	100,000	150,000	—	172,537	44,368	26.7	50	15	....
Oct. 31, '71	2.14	11	3	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	6,489	567	—	25	25	....
Sept. 30,'71	10.00	120	24	Harlm.Br.,Morr. & F'dham.N.Y.	254,295	123,540	137,000	—	85,554	27,669	—	100	100	....
Oct. 31, '71	20.40	362	51	Hest., Mant. & F'mount (Ph.).Pa.	388,016	299,424	133,100	—	310,958	105,646	13.5	50	....	....
Sept. 30,'71	3.56	31	9	Kingston and Rondout.....N.Y.	80,291	75,000	—	—	22,809	5,424	3.7	100	100	....
Oct. 31, '71	5.20	114	17	Lombard and South st. (Ph.).Pa.	170,181	105,000	62,500	—	95,950	28,513	11.9	25	10½	....
Sept. 30,'71	4.04	57	17	Lowell Horse.....Mass.	78,904	55,830	—	4,500	32,185	2,182	—	100	100	....
Sept. 30,'71	11.62	233	35	Lynn and Boston .....Mass.	277,311	200,000	50,000	1,900	177,507	10,218	—	100	100	....
Sept. 30,'71	3.60	—	—	Malden and Melrose (Btn). Mass.	60,246	200,000	—	—	—	—	—	100	100	....
Sept. 30,'71	1.07	—	—	Marginal Freight (Boston).Mass.	1,040,556	500,000	500,000	36,326	—	—	—	100	100	....
Sept. 30,'71	3.46	—	—	Medford & Charlest. (Btn).Mass.	34,600	21,000	4,000	—	2,400	1,923	—	100	100	....
Sept. 30,'71	5.27	48	15	Merrimac Valley.....Mass.	63,000	50,000	—	—	32,262	—	—	100	100	....
Sept. 30,'71	43.10	958	328	Metropolitan (Boston) ....Mass.	1,705,566	1,250,000	—	455,566	905,066	153,192	10	100	100	65
Sept. 30,'71	15.60	260	48	Middlesex (Boston).....Mass.	557,639	400,000	184,500	101,291	222,408	42,125	3	100	100	....
Sept. 30,'71	1.75	....	...	Mohawk and Ilion.....N.Y.	15,000	15,000	—	—	7,573	3,847	10	100	100	....
Sept. 30,'71	12.20	177	53	Ninth Avenue (N. Y. City)N.Y.	1,000,000	797,320	167,000	—	117,331	5,786	—	100	100	....
Sept. 30,'71	3.20	14	4	Northampton & Wmburg. Mass.	300,000	300,000	—	5,059	7,887	293	—	100	100	....
Sept. 30,'71	8.00	52	17	North 2d St. & Middle Vil. N.Y.	154,343	133,600	—	15,350	41,951	5,981	—	100	100	....
Sept. 30,'71	2.74	7	...	North Woburn (Boston)..Mass	32,600	20,800	8,000	2,006	—	1,920	—	100	100	....
Oct. 31, '71	7.25	82	14	Oakland & E. Liberty (Pbg.).Pa.	121,805	130,000	67,000	5,275	49,098	708	—	50	50	....
Dec. 31, '71	11.71	172	33	Orange and Newark .....N.J.	897,022	282,550	546,000	76,700	195,357	37,874	—	100	100	....
Sept. 30,'71	14.40	102	27	Park Avenue (Brooklyn)..N.Y.	281,263	118,500	188,000	—	30,051	898	—	100	100	....
Dec. 31, '71	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	.....	.....	—	100	100	....
Oct. 31, '71	9.56	42	12	Peoples' street (Scranton) ...Pa.	138,250	125,500	—	—	33,703	6,601	2.5	100	100	....
Oct. 31, '71	12.02	403	67	Philadelphia City.....Pa.	450,237	225,000	200,000	25,237	346,982	85,193	23.5	50	15	....
Oct. 31, '71	6.04	....	16	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	(Leas	ed)	4.0	50	20	....
Oct. 31, '71	12.87	145	25	Philadelphia & Gray's Ferry.Pa.	299,127	290,175	6,500	—	120,305	30,713	8.9	50	25	....
Oct. 31, '71	8.50	174	28	Pbg., Allegheny & Manchest.Pa.	146,202	140,000	23,000	—	139,377	34,703	28.5	50	35	....
Oct. 31, '71	6.00	100	17	Pittsburg and Birmingham..Pa	135,913	100,000	10,600	57,254	84,896	3,636	—	50	50	....
Dec. 31, '71	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	—	100	100	....
Sept. 30,'71	2.50	....	...	Poughkeepsie City.....N.Y.	57,414	31,370	14,000	12,044	16,816	Loss.	—	100	100	....
Oct. 31, '71	8.00	55	14	Ridge Av. & Manayunk(Ph.)Pa.	223,615	158,100	63,300	6,000	45,834	36,700	—	50	15	....
Sept. 30,'71	10.00	....	...	Rochester and Brighton ...N.Y.	94,155	60,000	20,000	—	67,140	17,102	—	100	100	....
Sept. 30,'71	7.85	52	32	Salem.....Mass.	203,735	150,000	35,900	3,300	47,854	7,625	—	100	100	....
Oct. 31, '71	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	(Leas	ed)	10.0	50	5	....
Sept. 30,'71	16.00	693	101	Second Avenue (N.Y. City)N.Y.	2,089,523	888,100	1,163,500	—	565,954	137,404	—	50	50	95
Oct. 31, '71	38.00	560	85	2d and 3d street (Phila.).....Pa.	695,223	573,417	109,300	—	484,034	151,593	15.0	50	30	....
Oct. 31, '71	6.75	236	40	17th and 19th street (Phila.)..Pa.	186,402	160,000	15,000	196,220	134,744	7,377	4.0	50	16	....
Sept. 30,'71	8.38	671	82	Sixth Avenue (N.Y. City).N.Y.	1,775,892	750,000	250,000	80,000	735,980	100,100	12.5	100	100	130
Sept. 30,'71	4.03	—	—	Somerville (Boston).....Mass.	98,000	98,000	—	—	—	4,500	—	100	100	....
Sept. 30,'71	7.49	290	86	South Boston .....Mass.	414,412	450,000	—	—	264,811	44,375	10	100	100	....
Sept. 30,'71	9.50	....	...	South Brooklyn & Park....N.Y.	249,422	150,000	50,000	40,422	51,921	8,562	—	100	100	....
Sept. 30,'71	2.71	29	12	Springfield .....Mass.	65,081	50,000	—	7,000	17,581	1,618	—	100	100	....
Sept. 30,'71	2.53	....	4	Stoneham street (Boston)..Mass.	37,594	33,000	—	—	14,906	348	—	100	100	....
Sept. 30,'71	2.07	....	...	Syracuse and Geddes.....N.Y.	26,910	25,000	25,000	—	16,207	6,486	7.5	100	100	....
Sept. 30,'71	2.60	....	...	Syracuse and Onondaga ...N.Y.	38,295	37,000	—	—	14,125	5,061	4.0	100	100	....
Oct. 31, '71	7.25	352	48	10th & 11th sts.(Citizen's Ph.)Pa.	212,320	192,750	—	—	313,002	94,494	27.7	50	19½	....
Sept. 30,'71	18.00	1501	142	Third Avenue (N. Y. City).N.Y	3,061,241	1,170,000	1,916,000	—	1,450,195	215,900	12.0	100	100	....
Oct. 31, '71	8.50	216	32	13th and 15th streets (Phila.).Pa.	.....	997,700	—	—	173,479	48,074	3.50	50	....	20½
Sept. 30,'71	6.50	....	...	Troy and Albia.....N.Y.	68,929	44,700	35,550	1,400	16,748	4,992	—	100	100	....
Sept. 30,'71	12.44	57	21	Troy and Lansingburg.....N.Y.	269,815	250,000	75,000	83,673	160,799	29,020	—	100	100	....
Sept. 30,'71	4.50	—	—	Troy and Cohoes.....N.Y.	70,000	70,000	(Oper.	to Troy	& Lan	singb.)	—	100	100	....
Sept. 30,'71	—	592	111	Union (Boston) .....Mass.	395,729	200,000	75,000	102,903	467,165	31,672	10	100	100	....
Oct. 31, '71	30.00	692	115	Union (Phila.).....Pa.	998,036	400,000	500,000	—	566,073	172,642	20	50	20	....
Sept. 30,'71	15.50	97	22	Utica, Clinton & Bingham.N.Y.	312,251	121,400	200,000	1,500	117,236	14,012	—	100	100	....
Sept. 30,'71	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	97,000	75,000	18,000	—	19,345	4,467	—	100	100	....
Sept. 30,'71	2.71	10	4	Waltham and Newtown..Mass.	28,503	14,750	—	17,507	7,404	756	—	100	100	....
Sept. 30,'71	15.50	117	31	Watervliet (Albany) .....N.Y.	326,289	240,000	130,000	—	111,138	29,616	7½	100	100	....
Oct. 31, '71	13.50	486	73	West Philadelphia.....Pa.	584,898	400,000	100,000	—	415,796	105,301	10	50	50	....
Oct. 31, '71	4.63	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	23,600	18,255	5	50	50	....
Sept. 30,'71	9.75	....	...	Williamburg & Flatbush..N.Y.	428,600	300,000	125,000	3,600	17,076	609	—	100	100	....
Oct. 31 '71	2.38	12	4	Williamsport .....Pa.	38,625	15,000	5,000	22,213	10,436	2,734	—	25	25	....
Sept. 30,'71	3.25	—	—	Winnisimmet (Boston)....Mass.	62,162	51,650	—	—	3,900	3,001	4	100	100	....
Sept. 30,'71	4.16	51	23	Worcester .....Mass.	81,413	40,000	33,000	18,000	25,001	704	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Interest Rate.	Interest Payable.	Principal Payable.	Market Price.
	$	pc			
Albany: 1st Mortgage.....	40,000	7	J.& J.	1883	....
Avenue C: 1st Mortgage.....	681,000	7	M&N	1890	....
Bleecker St. & Fulton Ferry: 1st Mortgage.....	694,000	7	J.& J.	1880	....
Broadway (Brooklyn): 1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue: 1st Mortgage.....1,	600,000	7	J.&D.	1884	....
Brooklyn City: 1st Mortgage.....	300,000	7	J.& J.	1872	....
Brooklyn City & Newtown: 1st Mortgage.....	25,000	7	J.& J.	1881	....
Br'klyn City & Pros. Park: 1st Mortgage.....	300,000	7	M&N	1878	....
Cambridge (Boston): 1st Mortgage sinking fund	150,000	6	J.& J.	1881	....
Central Park, N & E. River: 1st Mortgage.....	550,000	7	F& A	1882	....
2d Mortgage.....	200,000	7	M& N	1890	....
Coney Island & Brooklyn: 1st Mortgage.....	215,000	7	J. & J.	1873	....
D. Dock, E.Bdw. & Battery: 1st Mortgage.....	700,000	7	M&S.	'74'6	....
Eighth Avenue (N. Y.): 1st Mortgage.....	203,000	7	J.& J.	1881	....
42d st.& G'd st. Ferry(N.Y.): 1st Mortgage.....	215,000	7	A&O.	1873	....
Frankford and Southwark: 1st Mortgage.....	175,500	7	J.& J.	1877	....
2d Mortgage.....	51,500	7	M& N	1891	....
Germantown: 1st Mortgage.....	250,000	7	J.& J.	1879	....
2d mortgage	100,000	7	A&O.	1884	....
Grand st. P. P. & Flatbush: 1st Mortgage.....	200,000	7	.....	....	....
Green and Coates street: 1st Mortgage.....	100,000	7	J.& J.	1878	90
Harl. Br., Morris'a & Fordh.: 1st Mortgage.....	137,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.: 1st Mortgage.....	125,000	7	J.&D.	1880	....
Lombard and South st.(Ph.): 1st Mortgage.....	62,500	7	.....	1883	....
Lynn and Boston: 1st Mortgage sinking fund	50,000	7	J.& J.	1885	....
Marginal Freight: 1st Mortgage.....	500,000	7	A.&O	1871	....
Malden and Melrose: 1st Mortgage.....	60,000	6	A.&O	1880	....
Middlesex (Boston: 1st Mortgage sinking fund	99,500	6	J.&D.	1884	....
2d Mortgage.....	25,000	7	J.& J.	1874	....
Ninth Avenue (N. Y.): 1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark: 1st Mortgage.....	200,000	6	J.& J.	'80'1	....
2d Mortgage.....	300,000	6	J.& J.	1883	....
Park Avenue (Bkly): 1st Mortgage.....	188,000	7	J.& J.	1891	....
Philadelphia City: 1st Mortgage.....	200,000	7	J.& J.	1881	....
Philadelphia and Darby: 1st Mortgage.....	57,000	7	M&N	1887	....
Ridge Av. and Manayunk: Coupon bonds (6s & 7s)..	62,350	..	J.& J.	1880	....
Second Avenue (N. Y.): 1st Mortgage.....	350,000	7	J.&D.	1877	....
2d Mortgage.....	200,000	7	F.& A	1876	....
3d Mortgage.....	154,000	7	A.&O	1885	....
Conv. bonds.....	315,000	7	M&N	1888	...
Second and Third st. (Ph.): 1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,800	7	A.&O	1876	....
Sixth Avenue (N. Y.): 1st Mortgage.....	250,000	7	J.& J.	1890	....
South Brooklyn and Park: 1st Mortgage.....	50,000	7	J.& J.	1889	....
Third Avenue (N. Y.): 1st Mortgage.....1,	000,000	7	J.& J.	1890	....
Ren. estate.....	619,000	7	var.	var.	....
Troy and Albia: 1st Mortgage.....	35,550	7	A&O.	1890	....
Troy and Lansingburg: 1st Mortgage.....	75,000	7	M&N	1888	....
Union (Boston): 1st Mortgage (R. E.).....	75,000	8	J.& J.	1879	....
Union (Phila.): 1st Mortgage.....	300,000	6	J.& J.	1885	....
General Mortgage.....	100,000	7	J.& J.	1881	....
Utica, Clinton & Bingham.: 1st Mortgage.....	200,000	7	J.& J.	1889	....
Watervliet: 1st Mortgage.....	130,000	7	A&O.	1887	....
West Philadelphia: 1st Mortgage.....	100,000	7	J.&D.	1878	....
Williamsburg & Flatbush: 1st Mortgage.....	125,000	7	A&O.	1890	....
Worcester: 1st Mortgage.....	25,000				
	5,000	7	.....	....	....
2d Mortgage.....		8	.....	....	....

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	July '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'72 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N	May 72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire* 100	600,000	J.A J&O	July '72 1½
Blossburg & Corning.*... 50	250,000	J. & D.	June'72 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	July '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	June'72 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	July '72 4
" " pref.100	1,083,400	J. & J.	July '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	July'72 2½
Camden and Atlantic... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	June'72 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,600	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '72 4½
Cedar Rapids & Mo. R..*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,000	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	June '72 5
Central of New Jersey.100	15,000,000	J.A.J&O.	July '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	June'72 3
" pref..... 50	400,000	J. & D.	June '72 3
Chemung*.....100	880,000	J.A.J&O	July '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	July '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Sept. '72 5
" " pref...100	2,425,400	M. & S.	Sept. 72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Sept. '72 5
Chicago, Iowa & Nebras*100	3,916,800	J. & J.	July '72 4
Chicago & N. Western.100	14,720,959	J. & D.	June '71 4
" " pref.100	20,415,013	J. & D.	June'72 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* ... 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Aug.'72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A N	Aug. '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A J&O	July '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	June '72 2
Colum. & Hocking Val.100	848,964	F. & A	Aug. '72 5
Concord 50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	July '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Aug. '72 3
Connecticut River..... 50	1,700,000	J. & J.	July '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Apl. '72 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec '71 4
Delaware*..... 50	1,230,941	J. & J.	July '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A .J.O.	July '72 2½
Detroit & Milwaukee *.. 50	452,550	— & —	.....
" " pref. 50	2,095,000	J. & J.	July '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	July '72 2
East Pennsylvania* 50	1,309,200	J. & J.	July '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Aug.'72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	July '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	J & J.	July '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Sept.'72 1½
Fitchburg 100	3,540,000	J. & J.	July '72 4
Georgia 100	4,156,000	J. & J.	July '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,078,224	Annual.	Aug. '70 7
Hanover Branch, (Pa.).. 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	July '72 3½
Hartford & New Haven.100	3,300,000	J.A. J.O.	July '72 3
" " scrip.. 50	1,500,000	J.A. J.O.	July '72 3
Housatonic, pref. 100	1,180,000	J. & J.	July '72 4
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Aug.'72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	July '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	July '72 4
Lake Shore & Mich. So..100	38,446,500	F. & A.	Aug.'72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	265,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	18,169,400	J.A. J.O.	July '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	July '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	July '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex... 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	July '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Aug.'72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	Aug. '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central 100	3,400,500	— & —	.....
Manchester and Law....100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*..... 100	400,000	F. &. A.	Aug. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	July '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	July '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	F. & A	Aug. '72 3½
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	July '72 3½
Morris and Essex*..... 50	11,900,950	J. & D.	June'72 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck 100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Sept.'72 5
Newark and N. York*..100	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N.Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N.Haven & Northamp..100	605,000	J.A. J.O.	Sept '72 3
New Jersey*.....100	7,295,200	J.A. J.O.	July '72 2½
New London Northern*100	1,003,500	J. & J	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif...100	44,428,330	A. & O.	Apl. 72 4
New York and Harlem.100	8,500,000	J. & J.	July '72 4
" pref.100	1,500,000	J. & J.	July '72 4
N. York & New Haven.100	9,000,000	J. & J.	July '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	July '72 2½
Niag. Bridge & Canand*100	1,000,000	J. & J	July '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 5
N. Eastern (N.C.) pref..100	111,000	M. & N.	May 67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh..100	3,068,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	J. & J.	July '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	July '72 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	July '72 4
Old Colony & Newport.100	4,959,020	J. & J.	July '72 3½
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	July '72 2½
Paterson and Hudson*.100	630,000	J & J.	July '72 4
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	July '72 2
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J. S.D.	Sept.'72 3
Philadelphia & Reading 50	30,401,600	J. & J.	July '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	July '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	July '72 4
Pittsb., Ft. W. & Chi.*..100	19,714,285	J.A. J.O.	July '72 1½
" Special Imp..100	2,000 000	J.A. J.O.	July '72 1½
Pittsfield & N. Adams..100	400,000	J. & J.	July '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	July '72 5
Providence & Worces..100	2,000,000	J. & J.	July '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	J. & J.	July '72 3½
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	July '72 4
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Aug.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	July '72 2½
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '72 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*..100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,300	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Aug.'72 3
Sussex (N. J.).....100	317,870	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	Sept.'72 4
Taunton Branch 100	500,000	J. & J.	July '72 4
Terre Haute & Indiana.100	1,958,150	J. & J.	July '72 6
Tol., Peo. & War. 1st pref.100	1,797,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June'72 4
Vermont and Mass 100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey.....100	1,209,000	F. & A.	Aug. '72 4
Winchester & Potomac*100	180,000	J. & J.	July'72 3
Winchester & Strasburg*100	500,000	J. & J.	July'72 3½
Worcester and Nashua.. 75	1,400,555	J. & J.	July '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	.....2½
Baltimore City.....100	800,000	F. & A.	Aug.'72 1
Bleecker st. & F.Fy.(N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J.A. J.O.	July '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City 100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt..100	600,000	J. & J.	July '70
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	July '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov.'71 7
Coney Island & Brooklyn.100	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Aug.'72 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw.(Ph.) 50	491,750	J. & J.	July '72 4
Germantown (Ph) 50	1,000,000	J. & J.	July '72 3
Girard College (Ph.).... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	July '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	July '72 1
Lomb. & South Sts.(Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)... 50	1,250,000	J. & J.	July '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark 100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	July '72 2½
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '72 2
Second & Third St.(Ph.) 50	962,100	J. & J.	July '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.). 50	1,000,000	J. & J.	July'72 1½
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	July '72 2½
Union (Boston) 100	200,000	.....	July '72 7½
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	July '72 8
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	June'72 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Aug '72 4
Delaware and Hudson...100	15 000,000	F. & A.	Aug. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	July '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Aug. '72 2
" (preferred).....100	1 175,000	F. & A.	Aug '72 5
Pennsylvania..... 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,888,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan.'65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	Sept.'72 2
American Coal 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal 50	2,500,000	J. & D.	Dec. '68 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation(Md.)Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal..... 100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	.....2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Aug.'72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Aug.'72 2
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	6,000,000	J. & J.	July '72 3½
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 69 5
Wyoming Valley Coal ..100	1,250,000	F. & A.	Aug 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
National Securities Sept. 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. .. coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,737,000	6	Jan. & July.	1880	113½
.. ..coupon	4,678,000	6	" "	1880	115⅝
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109½
Loan of July 1, and Aug. 3, 1861.....registered	125,348,450	6	Jan. & July	1881	113½
.. ..coupon	63,972,750	6	" "	1881	115½
Loan of Feb. 25, 1862 (5-20s).....registered	33,111,850	6	May & Nov.	1882	116⅜
.. .. .. (5-20s).....coupon	238,167,650	6	" "	1882	113⅞
Loan of March 3, 1863.....registered	53,427,850	6	Jan. & July.	1881	113½
.. ..coupon	21,572,150	6	" "	1881	115⅛
Loan of March 3, 1864 (5-20s).....registered	2,298,000	6	May & Nov.	1884	115⅛
Loan of June 30, 1864 (5-20s).....registered	34,266,500	6	May & Nov.	1884	115½
.. .. .. (5-20s).....coupon	37,298,100	6	" "	1884	113⅞
Loan of March 3, 1865 (5-20s).....registered	37,493,300	6	May & Nov.	1885	113¾
.. .. .. (5-20s).....coupon	120,023,650	6	" "	1885	114
.. .. 2d series (5-20s).....registered	60,585,150	6	Jan. & July.	1885	112½
.. .. .. (5-20s).....coupon	156,930,750	6	" "	1885	112½
.. .. 3d series (5-20s).....registered	92,356,150	6	Jan. & July.	1887	113½
.. .. .. (5-20s).....coupon	227,743,100	6	" "	1887	113
.. .. 4th series (5-20s).....registered	13,435,500	6	Jan. & July.	1888	113⅞
.. .. .. (5-20s).....coupon	25,661,600	6	" "	1888	112¾
Loan of March 3, 1864, (10-40s)....registered	138,687,700	5	Mar. & Sept.	1904	108
.. .. .. (10-40s).....coupon	55,879,700	5	" "	1904	107¾
Consols of July 14, '70 & Jan. 20, '71.registered	123,313,250	5	F. M. A. & N.	1881	111½
.. .. coupon	73,686,750	5	" "	1881	110⅜
Consols .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	7,985,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14 000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	112
U. S. Notes and Fractional Currency.....	396,905,453	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	59
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	84
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	49
.. — .. (Aid R. R's).....	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1834	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	100⅞
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	89
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	60
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100⅞
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	100
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	79
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	59
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	79
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	78½
.. —Ship Canal Bonds of 1869.....	474,000	7.8	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of Mar. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	97
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1895	....
.. — .. .. .. converted	215,922	5	" "	1895	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	WHEN PAYABLE.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	103½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'74-'75	....
.. —	275,000	5	April & Oct.	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98⅞
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	due.	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	....
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	93
.. —South Pacific, guar.....	1,589,000	7	" "	1876	79
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	92
Nebraska—(No Debt).....	.....	....	.....	.....	....
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	....
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	100
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	99½
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	98½
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	....
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	105
.. — .. of 1864.....	593,400	6	" "	'97-'02	....
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	108
.. — .. Bonds.....	21,089,000	7	" "	1877	108
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	....
.. —	800,000	6	" "	1878	101
.. —	348,000	5	" "	pleas.	....
.. —	900,000	5	" "	1875	108½
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	104½
.. —	5,150,100	6	" "	1873	106
.. —	2,099,000	6	" "	1874	105½
.. —	473,000	6	" "	1875	106
.. —	880,000	6	" "	1877	....
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	'71-'91	34
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	....
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	21
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	....
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	25
.. —	1,821,400	6	April & Oct.	1899	....
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	15
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	....
.. — .. (")..	1,600,000	6	" "	1875	101
.. — .. (")..	4,095,399	6	" "	1881	101½
.. — .. (")..	2,400,000	6	" "	1886	103½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	....
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	95
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	97
.. —	4,731,300	6	" "	1872	101½
.. —	90,400	5	" "	1877	96
.. —	7,890,550	6	" "	1877	104
.. —	726,950	5	" "	1882	96
.. —	9,237,050	6	" "	1882	106½
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	102
.. —State Stocks (old).....	384,000	5	Jan. & July.	1882	....
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	104
.. — .. (old).....	112,000	4½	Jan. & July.	1852	....
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	100⅞
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100
.. — .. of 1863.....	239,000	6	April & Oct.	1883	....
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	55
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	25
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	33
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73½
.. —*Funding Bonds	4,069,503	6	" "	"	....
Texas—No legal debt.....	.....	....	.....	.....	73
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	99
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	....
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,478,000	6	" "	"	....
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.	.....	....	.....	.....	....
Wisconsin—War Loan Bonds.....	104,000	6	Jan. & July	77-'88	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama Central:						
1st Mortgage	1,600,000	8	Jan. & July.	New York.	1901	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala.	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susquehanna:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1888	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1885	100½
3d Mortgage	399,000	7	May & Nov.	" "	1881	....
Albany Loan	1,000,000	6	" "	Albany.	1895	....
Alexandria and Fredericksburg:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	1896	....
Allegheny Valley:						
General Mortgage	4,000,000	7.3	March & Sept.	New York.	1896	94
Special Mortgage to Penn	3,500,000	5	.....	Harrisburg.	....	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6	Jan. & July.	Bath, Me.	1891	....
Arkansas Central (narrow gauge):						
1st Mortgage	12,000pm	8	Jan. & July.	New York.	1891	....
Atchison and Nebraska:						
1st Mortgage	3,500,000	8	Jan. & July.	Boston.	1891	....
Atchison, Topeka and Santa Fe:						
1st Mortgage (gold)	15,000pm	7*	Jan. & July.	Boston.	1899	87½
Land Grant Mortgage (gold)	7,500pm	7*	April & Oct.	"	1902	...
Atlanta and Richmond Air Line:						
1st Mortgage (guar. by Ga.)	16,000pm	8	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (gold)	18,000,000	7*	Jan. & July.	London.	1902	....
2d Mortgage (gold)	12,000,000	7*	March & Sept.	"	1902	....
3d Mortgage (gold) Income	29,000,000	7*	May & Nov.	"	1902	....
Atlantic and Gulf:						
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	New York.	1897	....
Sectional (S. A. & G. R. R.) bonds	310,000	7	" "	" "	var.	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....
Atlantic and Lake Erie:						
1st Mort. (gold) for $5,000,000	.....	7*	Jan. & July.	New York.	1901	....
Atlantic, Miss. and Ohio (428 m.):						
1st Mortgage for $15,000,000	.....	7	Jan. & July.	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. & July.	New York.	1873	....
Atlantic and Pacific:						
Land Mortgage gold bonds	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mort. (So. Pac. R. R.) gold b'ds	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
1st Mortgage (sterling) of 1853	484,000	6*	May & Nov.	London.	1878	....
2d Mortgage (sterling) of 1864	1,499,966	6*	April & Oct.	"	1884	....
3d Mortgage (sterling) of 1871	712,932	6*	May & Nov.	"	1891	....
1st Mortgage, Portland Loan	787,000	6	" "	N.Y. & Bost'n.	1871	....
Bald Eagle Valley:						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855 '75	863,250	6	Jan. & July.	Baltimore.	1875	97½
Loan of 1850-'80	579,500	6	" "	"	1880	97
Loan of 1858-'85	1,710,500	6	April & Oct.	"	1885	96¾
Loan of 1855-'90 (Balt.) skg fd.	3,645,683	6	Jan. & July.	"	1890	....
Loan of 1870-'95 (stg.) skg fund.	3,788,752	6	March & Sept.	London.	1895	....
2d Mort. (N. W. Va. R. R.) assumed	485,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mort. (N. W. Va. R. R.) assumed	140,000	6	" "	"	1885	91
Baltimore and Potomac:						
1st Mort. (Tunnel) gold guar.	1,500,000	6*	Jan. & July.	Baltimore.	1911	....
1st Mortgage (R. R.) gold guar.	3,500,000	6*	April & Oct.	"	1911	....
Bangor and Piscataquis:						
1st Mortgage (Bangor loan)	600,000	6	April & Oct.	Bangor.	1899	....
1st Mort. (Bangor loan) extens'n	122,000	7	" "	"	1901	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bedford and Bridgeport:						
1st Mortgage	500,000	8	April & Oct.	Philadelphia.	1891	....
Belfast and Moosehead Lake:						
1st Mortgage (gold)	150,000	6	May & Nov.	Portland.	1890	....
Belleville and Southern Illinois:						
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....
Beloit and Madison (C. & N. W.):						
1st Mortgage	333,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage } guar. by C. &	1,000,000	6	June & Dec.	New York.	1877	92
2d Mortgage } A. Co. and	499,500	6	March & Sept.	Princeton.	1885	84
3d Mortgage } Penn. R. R. Co.	745,000	6	Feb. & Aug.	"	1887	....
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston and Albany:						
Currency bonds of Feb. 1, 1872.	1,500,000	7	Feb. & Aug.	Boston.	1892	107½
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.).	400,000	6	Jan. & July.	Boston.	1884	....
1st Mortgage (Equalization)	248,000	7	" "	"	1889	88¾
1st Mortgage (consolidated)	168,000	7	" "	"	1890	90
Equipment Mortgage	100,000	8	April & Oct.	"	1881	....
Boston, Concord and Montreal:						
Sinking Fund (consolidated)	624,000	6	Jan. & July.	Boston.	1889	....
1st Mortgage (71 m.)	76,000	6	Feb. & Aug.	New York.	1865	....
1st Mortgage (22½ m.) convertible	150,000	6	Jan. & July.	Boston.	1870	....
1st Mortgage (22½ m.) "	200,000	7	" "	New York.	1870	....
Boston, Hartford and Erie:						
1st Mortgage (old)	600,000	7	March & Sept.	Boston.	1884	39¾
1st Mortgage (Berdell)	15,000,000	7	Jan. & July.	"	1899	....
1st Mortgage, guar. by Erie	5,000,000	7	" "	New York.	1899	55¾
Mass. L. (sec'r'd by $4,000,000 Ber.)	3,000,000	7*	" "	" "	1899	....
Boston and Lowell:						
1st Mortgage	200,000	6	April & Oct.	Boston.	1879	....
Brunswick and Albany:						
1st Mort. (gold) end. by Ga. tax fr.	$3,630,000	6	April & Oct.	New York.	1908	....
2d Mort. sinking fund gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
General Mortgage	580,000	7	Jan. & July.	New York	1896	....
Buffalo, Corry and Pittsburg:						
1st Mortgage	700,000	7	March & Sept.	New York.	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York.	1877	....
2d Mortgage sinking fund	380,000	7	May & Nov.	" "	1872	....
Buffalo, New York & Phila.:						
1st Mortgage	3,000,000	6	Jan. & July.	New York.	1896	....
Burlington, Cedar Rapids & Minn.:						
1st Mortgage coin or stg skg f'd	20,000pm	7*	May & Nov.	N. Y. & Lond.	1899	....
Burlington and Missouri River:						
Land and R. R. Mortgage	5,058,350	7	April & Oct.	Boston.	1893	96½
Stock Bonds pref. 2d lien	600,000	7	Jan. & July.	"	1875	....
Stock Bonds pref. 3d lien	1,200,000	8	" "	"	1878	....
Stock (common) Bonds	980,000	8	April & Oct.	"	1879	....
Stock (common) Bonds	899,500	8	Jan. & July.	"	1894	....
Stock (common) Bonds	1,377,849	8	" "	"	1889	....
Burlington & Mo. Riv. in Neb.:						
1st Mortgage convertible	5,587,971	8	Jan. & July.	Boston.	1894	99½
Burlington and Southwestern:						
1st Mortgage	20,000pm	8	May & Nov.	Boston.	1895	....
Cairo and Fulton (Arkansas):						
1st Mort. (R. R. & lands) S. F. gold	8,000,000	7*	Jan. & July.	New York.	1891	....
Cairo and St. Louis (3 ft. gauge):						
1st Mortgage	2,250,000	7	April & Oct.	New York.	1901	....
Cairo and Vincennes:						
1st Mortgage, gold	3,500,000	7*	April & Oct.	New York.	1901	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Camden.	1873	101
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	....
Camden and Burlington County:						
Consolidated 1st Mortgage	388,000	6	Feb. & Aug.	Philadelphia.	'70-'97	....
Canada, Michigan and Chicago:						
1st Mort. (skg fd) for $2,750,000	.....	7	.....	New York.	....	....
Canada Southern:						
1st Mort (skg fd) g'd for $9,000,000	.....	7*	Jan. & July.	New York.	1906	....
Carthage & Burlington (C. B & Q.):						
1st Mortgage guar. and tax free	600,000	8	May & Nov.	New York.	1879	....
Catawissa:						
1st Mortgage (old)	230,000	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mortgage (new)	1,300,000	7	" "	"	1900	96
Chattel Mortgage	208,850	10	" "	"	'80-'89	....
Cazenovia and Canastota:						
1st Mortgage, gold	250,000	7	Feb. & Aug.	New York.	1890	....
Cedar Falls and Minnesota (Ill. C.):						
1st Mort. (C. F. to Waverly)	294,000	7	April & Oct.	New York.	1884	8½
1st Mort. (W. to Minn. Line)	1,377,000	7	Jan & July.	" "	1907	....
Cedar Rapids & Mo. Riv. (C & N W):						
1st Mortgage, 1st Div. $10,000pm	700,000	7	Feb. & Aug.	New York.	1891	...
1st Mortgag 2d Div. $10,000 p. m.	582,000	7	" "	" "	1894	....
1st Mortgage 3d Div. $16,000 p. m.	2,332,000	7	May & Nov.	" "	1916	88¾
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	New York.	1875	....
Central of Iowa:						
1st Mortgage, gold, $16,000 p.m.	3,248,000	7*	Jan. & July.	New York.	1899	91
2d Mortgage, gold, $4,000 p. m.	812,000	7*	April & Oct.	" "	1901	....
Central of New Jersey:						
2d (now 1st) Mortgage (balance)	170,000	7	May & Nov.	New York.	1875	100
New Mortgage for $5,000,000	4 824,000	7	Feb. & Aug.	" "	1890	103½
Loan of Leh. C. & Nav. Co. (asu'd)	2,310,000	6	J. A. & J. O.	Philadelphia.	1897	....
Central Ohio (B. & O.):						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	85½
Central Pacific of California:						
1st *Mortgage*, 30 years bonds, gold	25,885,000	6*	Jan. & July.	New York.	'95-'99	99½
Convertible 20 years bonds, gold	1,500,000	7*	" "	" "	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	" "	" "	1885	....
1st Mort. (Western Pacific) gold	2,735,000	6*	" "	" "	1899	....
1st Mort. (Calif. & Oregon) gold	6,000,000	6*	" "	" "	'89-'91	....
1st Mort. (S. Fr., Okld & Ala.)	1,500,000	8*	" "	San Francisco	1890	....
1st Mort. (San Joaquin V. D.) gold	6,080,000	6*	April & Oct.	New York.	1900	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	" "	" "	1890	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	March & Sept.	Charleston.	1877	....
Funded Interest on 1st Mort.	157,400	7	" "	"	1889	....
Charlotte, Columbia & Augusta:						
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1895	....
Chartiers:						
1st Mort., guar. by Penna	400,000	7	April & Oct.	Philadelphia.	1901	....
Cheraw and Darlington:						
1st Mortgage dated Jan. 1, 1871.	150,000	8	April & Oct.	Charleston.	1888	....
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....
Cheraw and Salisbury:						
1st Mortgage for $250,000	.....	8	Jan. & July.	Charleston.	1891	....
Cherokee:						
1st Mort. guar. by Ga. $12,500 p.m.	.....	7	June & Dec.	Atlanta.	1891	....
Cherry Valley, Sharon & Albany:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....
Chesapeake and Ohio:						
1st M. (gold) skg fd for $15,000,000	10,000,000	6*	May & Nov.	New York.	1899	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (") coupon	196,000	6	" "	" "	1872	....
3d Mort. (") coupon	918,000	6	" "	" "	1884	....
Income (") coupon	300,000	8	" "	" "	1876	....
Funded Interest, coupon	160,500	8	" "	" "	1877	....
Cheshire:						
Coupon bonds (no Mort.)	809,400	6	Jan. & July.	Boston.	'75-'90	95½
Chester Creek:						
1st Mortgage, guar. by P. W. & B.	185,000	6	Jan. & July.	Philadelphia	1903	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chester & Chicago Br. Junction:						
1st Mort. for $1,000,000 skg fund	$.....	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage (in default)	500,000	7	May & Nov.	Philadelphia.	1872	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	256,000	7	May & Nov.	New York.	1877	100¼
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105½
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	98
1st Mort. (St.L.J. & C.) assumed	564,000	7	" "	" "	1894	....
2d Mort. (") "	188,000	7	Jan. & July.	" "	1898	....
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage (Burl. to Peoria)	400,000	7	April & Oct.	" "	1890	....
2d *Mort.* (Northern Cross) gold.	941,000	4½	July.	Frankfort.	1890	....
Loan of 1872	.....	...	.....	New York.	1902	....
1st Mort. (Am. Cen. R.R.) guar.	738,000	8	Jan. & July.	" "	1878	....
1st Mort. (Peo. & Han.) guar	600,000	8	" "	" "	1878	....
1st Mort. (Keok. & St.Paul) guar.	1,000,000	8	April & Oct.	" "	1879	....
1st Mort. (Dix., Peo. & Han) guar	800,000	8	Jan. & July.	" "	1889	95¾
1st Mort. (Car. & Burl.) guar	600,000	8	May & Nov.	" "	1879	....
1st Mort. (Quincy & War.) guar.	800,000	8	Jan. & July.	" "	1890	100¾
1st Mort. (O., O. & Fox Rv.) guar.	1,260,000	8	" "	" "	1900	96½
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	" "	1890	101
Chicago, Cincinnati and Louisv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Clinton & Dubuque						
1st Mort. guar. C., B. & Q.	1,500,000	8	Jan. & July.	Boston.	1896	....
Chicago, Danville and Vincennes:						
1st Mortgage (Ill. Div) gold	2,500,000	7*	April & Oct.	New York.	1909	....
1st Mortgage (Ind. Div.) gold	1,500,000	7*	" "	" "	1912	....
Chicago, Dubuque & Minnesota:						
1st Mortgage guar. $25,000 p. m.	.....	8	June & Dec.	Boston.	1896	86⅞
Chicago and Illinois Southern:						
1st Mortgage for $19,000 p. m.	.....	8	March & Sept.	New York.	1900	....
Chicgago and Iowa:						
1st Mortgage for $2,200,000	1,750,000	8	Jan. & July.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d Mort. (now 1st) guar. C&NW	592,000	7	Jan. & July.	Boston.	1880	....
3d Mort. (now 2d) guar. C.&NW	218,000	7	Feb. & Aug.	New York.	1892	....
Chicago and Northwestern:						
Preferred sinking fund (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	96½
Funded coupons (193 m.)	755,000	7	May & Nov.	" "	1883	100½
General 1st Mortgage (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	96
Appleton Ext. (23 m.& 76,000 ac.)	182,000	7	" "	" "	1885	....
Green Bay Ext. (26m & 76,000 a.)	300 000	7	" "	" "	1885	....
Equipm't (Engs.& Cars $400,000)	101,000	7	April & Oct.	" "	1874	....
1st Mort. (Gal. & Chic. 248 m.)	1,785,000	7	Feb. & Aug.	" "	1882	101
2d Mort. (Gal. & Chic. 248 m.)	948,000	7	May & Nov.	" "	1875	....
Miss. Riv. Bridge (")	200,000	7	Jan. & July.	" "	1884	....
Elgin & State Line(")	135,000	7	" "	" "	1878	....
1st Mort. (Peninsula 79m.& land)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund (C.& N.W.R'y)	2,500,000	7	F. M. A. & N.	" "	1915	94
Equipm't(Eng &Cars,$2,750,000)	275,000	10	May & Nov.	" "	1871	--
1st Mort. (Madison Exten.) gold.	3,150,000	7*	" "	" "	1911	....
1st Mort. (Menominee Ext.) gold	2,700,000	7*	June & Dec.	" "	1911	....
1st Mort. (Chi.& Mil.R.R.) guar.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) guar.	182,000	7	Feb. & Aug.	" "	1874	....
3d Mort. (" ") guar.	10,500	7	June & Dec.	" "	1898	....
1st Mort. (Chic.& Mil.R.W.) guar	1,135,000	7	Jan. & July.	" "	1898	92½
1st Mort. (Bel.& Mad. R.R.) guar.	333,000	7	" "	" "	1888	....
Chicago & Northern Pac. Air-L.:						
1st Mort.(skg f'd gold $25,000pm)	.....	7*	June & Dec.	New York.	1902	....
Chicago & Mich. Lake Shore:						
1st Mort. of Sept.1, '69, $16,000pm	.....	8	March & Sept.	New York.	1889	85
1st Mort. of Nov. 1, '71, $16,000pm	.....	8	May & Nov.	" "	1891	....
Chicago, Omaha and St. Joseph:						
1st Mortgage for $8,000,000	.....	8	April & Oct.	New York.	1901	....
Chicago and Paducah (C. B. & Q.):						
1st Mortgage $26,000 p. m. gold.	.....	7*	.....	Boston.	1901	....
Chi., Pekin & Southwrn (CB&Q):						
1st Mortgage for $1,600,000 gold.	700,000	7*	Feb. & Aug.	Boston.	1901	....
Chicago, Rock Island and Pacific:						
1st Mortgage (C. & R.I.) balance	104,000	7	Jan. & July.	New York.	1870	....
1st Mort.skg fund(C.,R.I.& Pac.)	8,600,000	7	" "	" "	1896	101½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. gold, tax free, guar.	5,000,000	7*	May & Nov.	New York.	1889	107
1st Mortgage gold, Atchison Br.	1,000,000	7*	June & Dec.	" "	1901	....
Chicago & Wisconsin Midland:						
1st Mort. g'd skg fd for $41,000,000	.....	7*	Jan. & July.	New York.	1902	....
Chicago and Superior:						
1st Mortgage(Mad.& Portage)g'd	600,000	7*	April & Oct.	New York.	1900	....
1st M. (Chi. & Sup.)g'd $5,000,000	.....	7*	Jan & July.	" "	1902	....
Chillicothe & Brunswick:						
1st Mort. guar. by St.L.K.C.& W.	500,000	8	Jan. & July.	New York.	1894	....
Cincinnati, and Baltimore:						
1st Mort. guar. by B.& O.& M.&C.	274,000	7	Jan. & July.	Baltimore.	1900	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867	282,000	8	June & Dec.	" "	1877	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage	1,000,000	7	March & Sept.	New York.	1891	....
Cin. & Martinsville(I.C. & La.F.):						
1st Mortgage guaranteed	400,000	7	Feb. & Aug.	New York.	1895	....
Cincinnati & Muskingum Valley:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	1901	....
Cincinnati, Richmond & Chicago:						
1st Mortgage guar. by C.H. & D.	560,000	7	Jan. & July.	New York.	1896	....
Cinc. & Indiana (Ind. C. & La.F.):						
1st Mortgage guaranteed	$500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cinc., Richmond & Fort Wayne:						
1st Mortgage gold, guar.	1,800,000	7*	June & Dec.	New York.	1921	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage (C. S. & C.)	1,067,421	7	June & Dec.	New York.	1890	83½
1st Mort. (San., Day. & Cin.&S.F.	988,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (San. City and Ind.)	350,000	7	March & Sept.	"	1877	....
Cincinnati and Springfield:						
1st Mortgage for $2,000,000(guar)	.....	7	April & Oct.	New York.	1901	....
Cincinnati and Terre Haute:						
1st Mort.(Ind.Div) for $6,000,000	.....	7	— & —	New York.	1901	....
Cincinnati, Wabash and Mich.:						
1st Mortgage for $16,000 p. m.	.....	7	Jan. & July.	New York.	1891	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,064,000	7	May & Nov.	New York.	1899	102½
1st Mort. (C., C. and C. R. R.)	323,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.)	616,000	7	Jan. & July.	" "	'70-'95	....
Clev. & Mahoning(A.& Gt.Wtn.):						
1st Mortgage 1853	650,000	7	Feb. & Aug.	New York.	1873	....
3d Mortgage (sinking fund) 1856	487,900	8	March & Sept.	" "	1876	....
1st Mort. (Branch) 1863	71,000	7	Jan & July.	" "	1873	....
Clev., Mt. Vernon and Delaware:						
1st Mortgage gold	1,500,000	7*	Jan. & July.	New York.	1900	....
Cleveland and Pittsburg (Pa.Co.):						
2d (now 1st) Mortgage guar.	790,500	7	March & Sept.	New York.	1873	....
3d (now 2d) Mortgage guar.	1,358,000	7	May & Nov.	" "	1875	....
4th (now 3d) Mortgage guar.	1,096,000	6	Jan. & July.	" "	1892	83½
Consol. sinking fund guar.	528,000	7	May & Nov.	" "	1900	98
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1893	....
Colorado Central (3 ft. gauge):						
1st Mortgage	225,000	8	June & Dec.	Boston.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund	15,344,750	7	April & Oct.	New York.	1908	91½
2d Mortgage Consol. skg fund	3,679,900	7	Feb. & Aug.	" "	1909	76
Columbus, Springfield and Cin.:						
1st M.(assumed by Cinn.,S.& C.)	1,000,000	7	March & Sept.	New York.	1901	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	1,500,000	7	April & Oct.	New York.	1897	....
1st Mortgage (Branch)	300,000	7	Jan. & July.	" "	1880	....
General Mortgage	1,000,000	7	April & Oct.	" "	1891	....
Columbus and Xenia:						
1st Mortgage, guar. by Pa. Co.	302,000	6	March & Sept.	New York.	1880	....
Connecticut and Passumpsic Riv.:						
1st Mortgage sinking fund	455,800	6	June & Dec.	Boston.	1876	95½
Notes payable, conv. at par	559,429	7	" "	"	1876	100
1st Mort (Massawippi) guar. gold	400,000	6	Jan. & July.	"	1889	....
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Valley:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....
Connecticut Western:						
1st Mortgage for $2,500,000	2,008,500	7	Jan. & July.	Hartford.	1890	....
Connecting (Philadelphia):						
1st Mort. ABCD&E$200,000each	1,000,000	6	March & Sept	Philadelphia.	1.2.3.4.	89½
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	March & Sept.	New York.	1889	....
Cowanesque Valley:						
1st Mortgage, gold	160,000	7*	Jan. & July.	New York.	1902	....
Cumberl'd & Penn. (Consol. Coal):						
1st Mortgage	903,500	7	March & Sept.	New York.	1891	....
2d Mortgage, sinking fund	709,000	7	May & Nov.	" "	1888	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	6	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of July 1, 1860	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of July 1, 1870	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage	1,400,000	7	April & Oct.	Philadelphia.	1887	....
Davenport and St. Paul:						
1st Mort. gold skg fd $20,000 p.m.	3,000,000	7*	Jan. & July.	New York.	1890	....
Dayton and Michigan (C.H. & D.):						
1st Mortgage sinking fund guar.	2,733,000	7	Jan. & July.	New York.	1884	....
2d Mortgage, guar.	642,000	7	March & Sept.	" "	1887	....
3d Mortgage, guar.	700,000	7	April & Oct.	" "	1888	....
Toledo Depot bonds guar.	169,500	7	March & Sept.	" "	'81-'94	....
Dayton and Union:						
1st Mortgage, registered	140,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western (Pa. Co.):						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	426,000	6	" "	" "	1905	....
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	....
Delaware (P. W. & Balt.):						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	....
1st Mortgage, guar.	100,000	6	" "	"	1875	....
1st Mortgage extension	100,000	6	" "	"	1880	....
Delaware State Loan	170,000	6	" "	"	1876	....
Delaware, Lackawan. & Western:						
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	New York.	1876	102½
2d Mort. (Del., Lack. & Wtn)	1,633,000	7	March & Sept.	" "	1881	....
Company B'ds(Del.Lack.&W.).	3,000,000	7	June & Dec.	" "	1892	....
Denver Pacific:						
1st Mortgage gold, land grant	2,500,000	7	May & Nov.	New York.	1899	....
Denver & Rio Grande(3 ft.gauge):						
1st Mort. gold, skg fund tax free.	16,000pm	7	May & Nov.	N.Y L.&Ams.	1900	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Detroit, Eel River and Illinois:						
1st Mortgage for $22,000 p.m.	.....	8	Jan. & July.	New York.	1891	....
Detroit, Hillsdale and Indiana:						
1st Mort. $16,000 p. m. guar.	1,170,000	8	June & Dec.	New York.	1890	....
2d Mortgage	300,000	8	Jan. & July.	" "	1891	....
Detroit, Lansing & L. Michigan:						
1st Mortgage (consolidation)	3,000,000	8	April & Oct.	Boston.	1896	....
Detroit and Milwaukee:						
1st Mortgage, (D.& M.R.'y) conv.	2,500,000	8	May & Nov.	New York.	1875	....
2d Mortgage (")	1,000,000	8	" "	" "	1875	....
1st Funded Coup. (D.& M.R.R.)	625,924	7	Jan. & July.	" "	1875	....
2d Funded Coup. (")	375,734	7	" "	" "	1875	....
Oakl. & Ottawa R. R. stg. bonds	150,867	6*	May & Nov.	London.	1873	....
Oakl. & Ottawa R.R cur'y bonds	51,000	7	" "	New York.	1873	....
Detr. & Pontiac R. R. bonds	250,000	7	" "	" "	1878	....
Detr. & Pontiac R. R. bonds	250,000	8	Feb. & Aug.	" "	1886	....
Detroit, Mon. & Tol. (L.Sh.& M.S.):						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	....
Dubuque and Sioux City:						
1st Mortgage tax free	894,000	7	Jan. & July.	New York.	1883	....
Dubuque Southwestern:						
1st Mortgage, guar. by Ill. Cen.	450,000	7	April & Oct.	New York.	1883	....
1st Mortgage, preferred & guar.	100,000	7	Jan. & July.	" "	1883	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage gold tax free	1,190,000	7*	June & Dec.	New York.	1900	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868	1,500,000	7	Jan. & July.	New York.	1908	....
East Alabama and Cincinnati:						
1st Mort. end. $16,000 p.m. by Ala.	.....	8	Jan. & July.	.....	1890	....
East Brandywine & Waynesburg:						
1st Mortgage	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guaranteed	495,000	7	March & Sept.	Philadelphia.	1888	....
East Tenn. & Georgia (E.T.V.& G.):						
1st Mortgage	870,000	6	Jan. & July.	New York.	'76-'86	....
East Tenn. & Vir. (E.T.V.& Ga.):						
1st Mortgage, endorsed	175,000	6	Jan. & July.	New York.	1886	....
East Tennessee, Virginia & Ga.:						
1st Mort., skg fund for $3 500,000	2,519,000	7	Jan. & July.	New York.	1890	....
Eastern (Mass.):						
English Loan, July 1, 1862	383,000	6*	Jan. & July.	London.	1872	....
Loan of 1864-'74	750,000	6	Feb. & Aug.	Boston.	1874	97½
1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	"	1876	....
Loan of 1865-'85	160,000	6	April & Oct.	"	1885	....
Loan of 1868-'88	500,000	6	March & Sept.	"	1888	....
Loan of 1869-'89	1,000,000	6	May & Nov.	"	1889	95½
Eastern Shore (Md.):						
1st Mortgage	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport (N.Cen.):						
1st Mortgage guaranteed	1,000,000	7	Jan. & July.	Philadelphia.	1880	....
Income Mortgage guaranteed	570,000	5	May & Nov.	"	1872	61
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1897	103
2d Mortgage convertible	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage	6,000,000	7	" "	" "	1883	96½
4th Mortgage convertible	4,441,000	7	April & Oct.	" "	1880	95½
5th Mortgage convertible	926,500	7	June & Dec.	" "	1888	...
Buffalo Branch. 1st mortgage	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...
Consol. Mort. for $50,000,000, g'd	3,000,000	7*	" "	NY&London.	1920	....
Erie and Louisville:						
Mortgage of 1871	1,000,000	7	April & Oct.	New York.	1901	....
Erie and Pittsburg (Penn.):						
1st Mortgage	372,800	7	Jan. & July.	New York.	1882	....
2d Mortgage	115,200	7	March & Sept.	" "	1890	....
Consolidated Mortgage tax free.	2,039,000	7	Jan. & July.	" "	1898	....
Equipment Mortgage	600,000	7	April & Oct.	" "	1890	....
European & N. American (Me.):						
Penobscot R. R. (14 m.) bonds	68,800	6	Jan. & July.	Bangorr.	1875	....
B'gor L'n, 2d on 14m. & 1st on 31m.	1,000,000	6	" "	N. Y. & Lond.	1894	....
Gen'l & Land M. (1st on 69m.) g'd	2,000,000	6*	March & Sept.	" "	1899	87
Evansville and Crawfordsville:						
1st Mortgage (main line) skg fund	1,004,000	7	Jan. & July.	New York.	1889	....
1st Mortgage " "		7	March & Sept.	" "	1889	....
1st Mort. (Rockville Extension).	150,000	7	Feb. & Aug.	" "	1881	....
Evansville, Henderson & Nashv.:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1897	....
Evansville, Terre Haute & Chi.:						
1st Mortgage, gold	750,000	7*	May & Nov.	New York.	1900	....
Fall River, Warren & Providence:						
1st Mortgage	200,000	7	Jan. & July.	Providence.	1882	....
Flint and Pere Marquette:						
Land Mort. 1st series (55,241 a.).	158,500	7	May & Nov.	New York.	1880	....
" 2d series (92,748 a.).	221,000	7	Jan. & July.	" "	1887	....
" 3d series (52,091) tx. f.	2,046,000	8	March & Sept.	" "	1888	....
F. & Holly lease (S.F. 25,000 p. a.)	476,000	10	May & Nov.	" "	1888	....
Construction Loan	165,000	8	" "	" "	1876	....
Florida:						
1st Mortgage conv. gold	2,300,000	7*	Jan. & July.	New York.	1889	....
Flushing & North Side (L. I.):						
1st Mortgage	1,025,000	7	May & Nov.	N. Y. & Lond.	1900	...
Fonda, Johnsto'n & Gloversville:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1890	....
Fort Scott, Humboldt & Western:						
1st Mortgage $20 000 p. m.	.....	8	Jan. & July.	New York.	1891	....
Fort Wayne, Jackson & Sag.:						
1st Mortgage traffic guarantee	1,500,000	8	Jan. & July.	New York.	1889	....
2d Mortgage (Equipment)	500,000	8	April & Oct.	" "	1891	....
Fort Wayne, Muncie & Cin.:						
1st Mortgage gold	1,800,000	7*	April & Oct.	Boston.	1899	....
2d Mortgage	500,000	8	Jan & July.	"	1896	....
Framingham and Lowell:						
1st Mortgage	$477,683	7	May & Nov.	Boston.	1891	....
Frederick and Pennsylvania Line:						
1st Mortgage gold	250,000	6*	April & Oct.	Baltimore.	1900	....
Galena & Chic. Union (C.& N.W.):						
1st Mortgage	1,785,000	7	Feb. & Aug.	New York.	1882	101
2d Mortgage	948,000	7	May & Nov.	" "	1875	....
Elgin and State Line Purchase	135,000	6	Jan. & July.	" "	1878	....
Mississippi Bridge	200,000	7	" "	" "	1884	....
Georgia (and Banking):						
Company bonds (debentures)	681,000	7	Jan. & July.	Augusta.	'72-'86	....
Gilman, Clinton & Springfield:						
1st Mortgage gold	2,000,000	7*	March & Sept.	N.Y. & Lond.	1900	....
2d Mortgage gold	1,000,000	8*	Jan. & July.	" "	1892	....
Goshen and Deckertown:						
1st Mortgage	226,500	7	Jan. & July.	New York.	1888	....
Grand Rapids & Indiana:						
1st Mortgage guar. gold, tax free	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mort not guar. gold, tax free	4,000,000	7*	April & Oct.	" "	1899	....
Grand River Valley (Mich. C.).						
1st Mort., assumed by Lessees	1,500,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guar. by Lessees	500,000	8	March & Sept.	" "	1879	102½
Grand Trunk (Ca.):						
Equipment Bonds £500,000	2,500,000	6*	April & Oct.	London.	....	....
Equipment Bonds No. 2 £270,500	1,350,000	6*	" "	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
1st Preference Bonds £2,828,335.	14,191,675	5*	Jan. & July.	"	....	....
2d Preference Bonds £1,685,765	8,428,825	4*	" "	"	....	....
Provincial Debentu's £3,111,500	15,557,500	...	.....	Ottawa.	....	....
Great Western of Canada:						
Perpetual Debentures Stock	227,273	5	Jan. & July.	London.	perp.	....
Common (Company) Bonds	1,384,117	4	" "	"	'72-'78	....
Common (") Bonds	2,993,973	6	May & Nov.	"	'73-'76	....
Common (") Bonds	2,662,067	5½	April & Oct.	"	'77-'78	....
Common (") Bonds	4 867	5	" "	"	1881	....
Common (") Bonds	3,650,000	6	June & Dec.	"	1890	....
Greenville and Columbia:						
1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage	130,000	7	May & Nov.	New York.	1889	....
Hackensack & New York Ext.:						
1st Mortgage, $10,700 p.m.	300,000	7	May & Nov.	New York.	1889	....
Hannibal and Naples (T.W.& W.):						
1st Mortgage	675,000	7	May & Nov.	New York.	1898	89
2d Mortgage	225,000	7	Jan. & July.	" "	1890	....
Hannibal & Central Missouri:						
1st Mortgage gold, tax free	1,000,000	7	May & Nov.	New York.	1890	....
2d Mortgage	250,000	7	Feb. & Aug.	" "	1890	....
Hannibal and St. Joseph:						
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	'71-'77	92
Missouri State Loan	1,500,000	6	" "	" "	'87-'88	....
Six years Mortgage bonds (222m)	53,000	10	" "	" "	1872	....
Five years' notes (277 m.)	139,300	8	Various.	" "	1874	....
Fifteen years' bonds (277 m.)	3,476,000	8	March & Sept.	" "	1885	89
1st Mort. (Q. & Palm.R.R. 15 m)	500,000	8	Feb. & Aug.	" "	1892	103¾
1st Mort. (K.City & Cam.RR 55m)	1,200,000	10	Jan. & July.	" "	1886	....
General Land Mortgage (277 m.)	1,134,100	7	April & Oct.	" "	1888	....
General Mortgage conv. (277 m.)	5,600	7	Jan. & July.	" "	1888	....
Harlem Extension:						
1st Mortgage	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster:						
1st Mortgage, guar. by Pa. Co.	700,000	6	Jan. & July.	Philadelphia.	1883	....
Hartford and New Haven:						
1st Mortgage	754,000	6	Jan. & July.	Hartford.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. I. 26.32m.) skg fund	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Conn. 96.04 m.) skg f'd.	1,574,500	7	" "	Hartford.	1876	....
Holly, Wayne & Monroe (F&PM):						
1st Mortgage guar., tax free	1,000,000	8	Jan. & July.	New York.	1901	....
Holyoke and Westfield:						
1st Mortgage	200,000	7	April & Oct.	Boston.	1891	....
Housatonic:						
1st Mortgage sinking fund	191,000	7	Jan. & July.	Brpt. & Bost.	1877	....
2d Mortgage	100,000	7	Feb. & Aug.	" "	1885	....
3d Mortgage of 1869	100,000	6	April & Oct.	" "	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund, gold.	6,520,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund	1,894,000	7	June & Dec.	" "	1885	105
3d Mortgage	180,000	7	May & Nov.	" "	1885	....
Hudson Connecting (NY&OMid):						
1st Mortgage gold	400,000	7*	May & Nov.	New York.	1902	....
Huntingdon and Broad Top Mt.:						
1st Mortgage gold	416,000	7*	April & Oct.	Philadelphia.	1890	....
2d Mortgage	367,500	7	Feb. & Aug.	"	1875	85
3d Mortgage (Consol)	1,251,000	7	April & Oct.	"	1895	47½
Illinois Central:						
Construction bonds, cur. skg f'd.	3,062,500	7	April & Oct.	New York.	1875	....
Construction bonds, coin	332,000	6*	" "	N.Y. & Lond.	1875	....
Redemption bonds, currency	2,500,000	6	" "	New York.	1890	....
Redemption bonds, sterling	2,500,000	6*	" "	London.	1875	....
Indiana and Illinois Central:						
1st Mortgage gold	3,500,000	7*	Jan. & July.	New York.	1901	....
Indiana North and South:						
1st Mortgage for $22,500 p.m. g'd	.....	7*	April & Oct.	New York.	1901	....
Indianapolis, Blooming. & West.:						
1st Mortgage gold	5,000,000	7	April & Oct.	New York.	1909	....
2d Mortgage	1,500,000	8	Jan. & July.	" "	1809	....
Indianapolis & Vincennes:						
1st Mortgage guar. by Pa. Co.	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guar. by Pa. Co.	1,450,000	6	May & Nov.	" "	1900	....
International (Texas:						
1st Mort. gold, skg. f'nd tax free	16,000pm	7	April & Oct.	New York.	1901	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Indianapolis, Cin. and Lafayette:						
1st Mortgage(Ind.& Cin.)of 1858	$1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage(I. C.& L.F.)of 1867	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage(")of 1869	1,566,000	7	June & Dec.	" "	1899	....
Indianapolis and St. Louis:						
1st Mortgage		7	Jan. & July.	New York.	1916	....
1st Mortgage	2,000,000	7	March & Sept.	" "	1916	....
1st Mortgage		7	April & Oct.	" "	1916	....
2d Mortgage	1,000,000	7	" "	" "	1900	....
Equipment Mortgage	500,000	8	Jan. & July.	" "	1881	....
Iowa Eastern:						
1st Mortgage gold	14,000pm	7*	Feb. & Aug.	New York.	1902	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage guaranteed	2,960,000	7	April & Oct.	New York.	1917	....
Iowa Midland (C. & N. W.):						
1st Mort., $16,000 guar.	.....	8	Feb. & Aug.	New York.	1900	105½
Ironton (Penna.):						
1st Mortgage	100,000	7	May & Nov.	Philadelphia.	1875	....
Ithaca and Athens:						
1st Mortgage gold, skg fund	600,000	7	Jan. & July.	New York.	1890	100
Jackson, Lansing & Saginaw(MC):						
1st Mortgage	1,495,000	8	Jan. & July.	New York.	1886	....
2d Mortgage	500,000	8	March & Sept.	" "	1888	....
1st Mortgage, Northern Ext.	940,000	8	May & Nov.	" "	1890	....
Jacksonville, Pensac. and Mobile:						
1st Mort. Florida State Loan g'd	4,000,000	8	Jan. & July.	New York.	1900	....
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed	496,000	7	Jan. & July.	New York.	1897	....
2d Mortgage guaranteed	500,000	7	June & Dec.	" "	1894	....
Jefferson (Erie):						
1st Mort. (Hawley Section)	206,000	7	Jan. & July.	New York.	1887	....
2d Mort. (")	94,000	7	" "	" "	1889	....
1st Mort. (Carbondale Section)	2,000,000	7	" "	" "	1889	....
Jeffersonville, Madison & Indian.:						
1st Mortgage consol	2,089,000	7	April & Oct.	New York.	1906	....
2d Mortgage consol	2,000,000	7	Jan. & July.	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (JeffersonvilleR.R.)	345,000	7	April & Oct.	" "	1873	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.	500,000	8	Jan. & July.	New York.	1882	....
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage	1,200,000	7	Jan. & July.	New York.	1885	....
2d Mortgage	798,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Junction and Breakwater:						
1st Mort. guar. by Delaware	400,000	6	Jan. & July.	New York.	1890	....
Kalamazoo, Allegan& Gr. Rapids:						
1st Mort. assumed by LS&MSo.:	840,000	8	Jan. & July.	New York.	1888	....
Kalamazoo and Schoolcraft:						
1st Mort. assumed by L.S.&M.S.:	100,000	8	Jan. & July.	New York.	1887	....
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guar. by lessees	640,000	8	May & Nov.	Boston.	1889	....
Kalamazoo & White Pigeon:						
1st Mort. assumed by L.S.& M.S.	400,000	7	Jan. & July.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....
2d Mort. (" " " ").	150,000	10	" "	" "	1878	....
1st Mort.(StJo.&CB.78 m)cv.t.fr.	1,400,000	10	March & Sept.	" "	1892	....
2d Mort. (" ") "	539,500	8	June & Dec.	" "	1874	....
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")gld	1,000,000	7*	" "	" "	1893	....
Consolidated Mort. (260m.)conv.	687,000	8	March & Sept.	" "	1892	....
Kansas City & Santa Fe (LL&G):						
1st Mortgage guar. by Lessees	2,000,000	10	May & Nov.	Boston.	1900	....
Kansas Pacific:						
1st Mort. (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	N.Y. & St. Lo.	1895	85
1st Mort. (2d Div. 253.94 m.)gold	4,063,000	6*	June & Dec.	" "	1896	86
1st M.(3dD.244.66m.& 3,000,000a)	6,500,000	7*	May & Nov.	N. Y. & Lond.	1899	102½
1st Mortgage (1,000,000 acres)	216,000	7	March & Sept.	N. Y. & St. Lo.	1876	....
1st Mortgage (2,000,000 acres)gld	1,889,000	7*	May & Nov.	N. Y. & Lond.	1880	....
1st Mort. (Leavenworth Branch)	600,000	7	Jan. & July.	N. Y. & St. Lo.	1896	86
2d Mortgage (Gov't Subsidy)	6,303,000	6	" "	U. S. Treas.	'95-'97	....
3d Mortgage (Income)	4,275,359	7	March & Sept.	.....	1916	....
Kent County (Del.):						
1st Mortgage for $600,000	400,000	6	Jan. & July.	Philadelphia.	1880	....
Kentucky Central:						
1st Mortgage (Cov. & Lex.)1852.	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage (")1853.	844,000	7	" "	" "	1883	....
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	" "	1885	....
Keok.,Iowa C.& Minn.(TW&W):						
1st Mort. gold conv. traffic guar.	20,000pm	7*	Jan. & July.	New York.	1892	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage traffic guar.	1,000,000	8	April & Oct.	Boston.	1879	....
Lackawanna & Bloomsb(DL&W):						
1st Mortgage	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	400,000	7	March & Sept.	" "	1885	....
2d Mortgage	500,000	7	April & Oct.	" "	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	" "	1890	....
Income Mortgage	250,000	7	Jan. & July.	" "	1881	....
La Crosse,Trempeleau & Prescott:						
1st Mort. assumed by C. & N.W.	1,000,000	10	— & —	New York.	1877	....
Laf., Blooming. & Miss.(TW&W):						
1st Mortgage gold guar.	1,200,000	7*	Feb. & Aug.	New York.	1891	....
Laf., Muncie & Bloom.(TW &W):						
1st Mortgage gold guar.	1,500,000	7*	Feb. & Aug.	New York.	1901	....
Lake Sh. & Tuscarawas Valley:						
1st Mortgage gold	2,000,000	7*	April & Oct.	New York.	1901	....
Lake Superior & Mississippi:						
1st Mort. skg fund gold tax free.	4,500,000	7*	Jan. & July.	N.Y.B'n.&Ph.	1899	....
2d Mort. gold tax free and conv.	320,000	7	April & Oct.	"	1909	....
Lake Shore & Michigan So.:						
Sinking Fund Oct. 1, 1869	$1,800,000	7	April & Oct.	New York.	1879	102
Consol. registered July 1, 1870	3,699,000	7	J. A. J. & O.	" "	1890	101
Consol. coupon July 1, 1870	1,334,000	7	Jan. & July.	" "	1890	100½
Dividend (Lake Shore)Ap. 1, '69	1,500,000	7	April & Oct.	" "	1899	97½
Sunbury July 1, 1854	500,000	7	Jan. & July.	" "	1874	....
Reg. Jan. 1, 1855 C.P.& A. R.R.	1,000,000	7	" "	" "	1880	....
3d Mort.Oct.1, '67 "	1,000,000	7	April & Oct.	" "	1892	97½
1st Mort. (Junc.R.R.)Dec.1, 1852	115,000	7	June & Dec.	" "	1872	....
SkgFund July 1, 1855 C. & Tol.	2,014,000	7	Jan. & July.	" "	1885	102
Mort. April 1, 1866 "	864,000	7	April & Oct.	" "	1886	....
1st Mort. May1, 1855M. S. & N.I.	5,256,000	7	May & Nov.	" "	1885	102½
2d Mort. Oct 31,1857 "	2,693,000	7	" "	" "	1877	98
Mort. Nov. 1, 1858 "	100,000	7	May & Nov.	" "	1873	....
Mort. July 1, 1862 Buff. & Erie.	200,000	7	Jan. & July.	" "	1882	98
Mort. Sept. 1, 1866 "	300,000	7	March & Sept.	" "	1886	....
Mort. April 1,1868 "	3,000,000	7	April & Oct.	" "	1898	96½
1st Mort. Aug.1,1856(D.M.&Tol.)	924,000	7	Feb. & Aug.	" "	1876	....
1st Mort. Sept. 1,1869(K.&W.P.)	400,000	7	Jan. & July.	" "	1870	....
1st Mort. Oct 1, 1867(Sch&ThR.)	100,000	8	" "	" "	1887	....
1st Mort. Oct. 1, 1867(Kal.&Sch.)	100,000	8	" "	" "	1887	....
1st M.July1,'68(Kal.Atl.& Gr.R.)	840,000	8	" "	" "	1888	....
1st Mort.July 1, 1863(J.&Frank.)	500,000	7	" "	" "	var	....
2d Mort. Jun.1, 1869 "	500,000	7	June & Dec.	" "	1894	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed	600,000	7	April & Oct.	Philadelphia.	1895	....
Leavenworth, Lawr. & N. West'n:						
1st Mort. guar. by Pac. of Mo.	355,000	7	Feb. & Aug.	New York.	1899	....
Leaven., Lawrence & Galveston:						
1st Mort. skg fund conv., gold.	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	....
Lehigh and Lackawanna:						
1st Mortgage tax free	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mortgage (old loan)	902,000	6	May & Nov.	Philadelphia.	1873	....
1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	99
2d Mortgage for $6,000,000	4,712,000	7	March & Sept.	"	1910	102½
Lexington & St. Louis (P.of Mo.):						
1st Mortgage gold	1,000,000	6	June & Dec.	New York.	1899	....
Little Miami:						
1st Mortgage	1,474,000	6	May & Nov.	New York.	1883	....
Street Connection Bonds	500,000	6	Jan. & July.	" "	1894	....
Little Rock and Fort Smith:						
1st Mortgage gold	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
Land Grant sinking fund	5,000,000	7	April & Oct.	" "	1900	....
Little Schuylkill (Phila. & Rds.):						
1st Mortgage, guaranteed	771,500	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage gold	1,500,000	8*	F. M. & A. N.	New York.	1900	....
Long Br. and Sea Shore (N.J.So.):						
1st Mortgage guaranteed	200,000	6	Jan. & July.	New York.	1889	....
Long Dock (Erie):						
1st Mortgage guaranteed	3,500,000	7	June & Dec.	New York.	1892	95
Long Island:						
1st Mortgage main line	500,000	6	Jan. & July.	New York.	1875	....
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)	150,000	6	May & Nov.	" "	1893	....
General Mortgage	775,000	7	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage	4,300,000	7	Feb. & Aug.	New York.	1900	....
Louisville, Cincin. and Lexington:						
1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage for $1,000,000	345,000	8	April & Oct.	" "	1900	....
Louisville and Nashville:						
1st Mortgage (main line 185 m.).	1,154,000	7	Jan. & July.	New York.	'69-'77	....
1st Mortgage (Memp Br.46.37m.)	184,000	7	May & Nov.	" "	'72-'75	....
1st Mort. (Leb. Br. Ext. 73.2m.).	88,000	7	" "	" "	'80-'85	....
1st Mortgage (Consolid. 392 m.).	8,000,000	7	April & Oct.	" "	1898	....
Louisv., N. Al. & St. Lo. Air-Line:						
1st Mortgage gold, $25,000 p. m.	2,875,000	7*	— & —	New York.	1901	....
Macon and Augusta:						
1st Mortgage end.by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st Mortgage not guaranteed	100,000	7	" "	" "	1890	....
Macon and Brunswick:						
1st Mort. endorsed by Ga.	1,900,000	7	Jan. & July.	New York.	1877	....
1st Mort. " "	600,000	7	May & Nov.	" "	1900	....
2d Mortgage	1,100,000	7	April & Oct.	" "	1883	....
Equipment Mortgage	150,000	7	" "	" "	1879	....
Macon and Western:						
1st Mortgage of Oct. 1870	150,000	7	April & Oct.	.....	1880	....
Maine Central:						
Consolidated Mort. for $7,500,000	.....	7	Jan. & July.	Boston.	1912	100
$1,100,000 Loan, tax free	746,300	7	" "	"	1898	....
Bangor (P. & K.) Loan	514,000	6	April & Oct.	"	1875	....
Extension (gold) Loan	491,000	6	" "	"	1900	....
$1,100,000 (A. & Ken.) Loan	1,100,000	6	Feb. & Aug.	Portland.	'90-'91	....
1st Mortgage (Ken. & P.)	217,300	6	April & Oct.	Augusta.	1885	....
Consolidated (P. & K.) Loan	1,149,300	6	" "	Boston.	1895	....
1st Mortgage (S. & K.)	300,000	6	" "	"	1874	....
2d Mortgage (")	260,000	6	" "	"	1876	....
1st Mortgage (L. & F.)	233,000	6	Jan. & July.	"	1901	....
Bath (Androscoggin) Loan	425,000	6	" "	"	1891	....
Mansfield & Framing. (B.C.&F.):						
1st Mortgage, guaranteed	300,000	7	Jan. & July	Boston.	1889	....
Marietta and Cincinnati:						
1st *Mortgage*, Sterling	1,050,000	7*	Feb. & Aug.	London.	1891	99½
1st Mortgage Dollar	2,450,000	7	" "	Baltimore.	1891	....
2d Mortgage Dollar	2,500,000	7	May & Nov.	"	1896	91
3d Mortgage Dollar	2,540,000	8	Jan. & July.	"	1890	83½
1st Mort. (Scioto & H.Val. R.R.)	300,000	7	May & Nov.	"	1896	....
Marietta and Pittsburg:						
1st Mortgage gold	1,500,000	7*	Feb. & Aug.	Boston.	1895	....
Marquette and Ontonagon:						
Income Bonds	150,000	8	June & Dec.	Boston.	1875	....
Massawippi Valley (C. & P. B.):						
1st Mortgage guaranteed	400,000	6	Feb. & Aug.	Boston.	1889	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Maryland and Delaware:						
1st Mortgage	$850,000	6	May & Nov.	Boston	1885	....
2d Mortgage	150,000	6	June & Dec.	"	1889	....
Massillon & Cleve. (C.M. V.& D.)						
1st Mortgage guaranteed, gold	100,000	7*	Jan. & July.	New York.	1890	....
Maysville and Lexington:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Memphis and Charleston:						
1st Mortgage, Convertible	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage	1,000,000	7	Jan. & July.	" "	1883	....
Memphis and Little Rock:						
1st Mortgage	1,300,000	8	May & Nov.	New York.	1890	....
Michigan Air Line:						
1st Mortgage (E.Div.)$15,000pm.	.....	8	Jan. & July.	Boston.	1890	....
Michigan Central:						....
1st Mortgage, convertible	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	....
1st *Mortgage*, sterling	467,489	6*	Jan. & July.	London.	1872	...
1st Mort. (M. Air L.W.D.)assu'd	1,900,000	8	" "	New York.	1890	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	" "	" "	1886	....
2d Mort. (" ") guar.	500,000	8	March & Sept.	" "	1879	102½
1st Mort.(Kal.&So.Hav.)t. f.guar	640,000	8	May & Nov.	" "	1889	....
2d Mort. (") guar.	70,000	8	" "	" "	1889	....
Michigan Lake Shore:						
1st Mortgage	800,000	8	Jan. & July.	New York.	1889	....
Middletown, Unionv.& W.Gap(E):						
1st Mortgage tax free	225,000	7	May & Nov.	New York.	1886	....
Midland of Canada:						
1st Mortgage sterling £235,000	1,143,667	6*	May & Nov.	London.	1896	....
Midland Pacific:						
1st Mortgage gold, tax free	1,100,000	7*	Feb. & Aug.	New York.	1899	....
Milwaukee and St. Paul:						
1st Mortgage	5,502,000	7	Jan. & July.	New York.	1893	92½
2d Mortgage	1,191,000	7	April & Oct.	" "	1884	84½
1st Mortgage (E. Div. Palmer)	791,500	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn.)	3,793,000	7	Jan. & July.	" "	1897	88
1st Mortgage (Minn. Cent.)	207,000	7	" "	" "	1870	90
1st Mortgage (Iowa & Dak.)	1,008,000	7	" "	" "	1870	88
1st Mortgage (P. du Chien)	3,674,000	8	Feb. & Aug.	" "	1898	107
2d Mortgage (P du Chien)	1,315,000	7.5	" "	" "	1898	95
Milwaukee City Loan	233,000	7	March & Sept.	" "	1873	....
1st Mort. (Milw. & Wtn.)	234,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase	148,500	7	.....	.....	....	....
Milw. Manitowoc & Green Bay:						
1st Mortgage for $2,500,000	.....	7	.....	.....	1891	....
Milwaukee and Northern:						
1st Mortgage for $18,000 p.m.	.....	8	June & Dec.	New York.	1890	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	....
Minneapolis & Duluth (L.S.& M.)						
1st Mortgage gold, guaranteed	400,000	8*	Jan. & July.	New York.	1911	....
Minneapolis & St.L. (L.Sup.& M.)						
1st Mortgage gold, guaranteed	700,000	7*	Jan. & July.	New York.	1911	....
Minnesota and North Western:						
1st Mort. gold, skg fd & tax free	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage	1,354,000	7	May & Nov.	New York.	'69-'71	....
2d Mortgage	2,000,000	8	Feb. & Aug.	" "	1875	....
General Mort. for $8,000,000 gold	.....	7*	May & Nov.	" "	1912	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage gold	1,860,000	7*	— & —	.....	....	....
1st Mort. Land Grant gold	1,080,000	7*	— & —	.....	....	....
State (Ark.) subsidy $10,000p.m.	1,550,000	7	April & Oct.	.....	1910	....
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	" "	'81-'93	....
Mississippi Valley and Western:						
1st Mortgage $20,000 p. m.	.....	8	April & Oct.	New York.	1902	....
Missouri, Iowa and Nebraska:						
1st Mortgage gold, sinking fund	.....	7*	Jun. & Dec.	.....	1910	....
Missouri, Kansas and Texas:						
1st Mort. (U.Pac.S.Br.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....
1st Mort(Tebo & Neosho)S.F.g'd	2,000,000	7*	June & Dec.	" "	1903	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	91⅞
2d Mortgage	2,000,000	10	April & Oct.	N. Y. & Bost.	....	....
Mobile and Girard:						
1st Mortgage	377,500	7	Jan. & July.	New York.	1876	....
2d Mortgage	300,000	7	" "	" "	1889	....
Mobile and Montgomery:						
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....
Mobile and Ohio:						
1st *Mortgage* Sterling	6,000,000	6* 8*	May & Nov.	Mob. & Lond.	1882	....
Interest bonds	804,400	8	" "	Mobile.	1877	....
Interest bonds	371,800	8	" "	"	1883	....
Interest (sterling) bonds	755,040	6*	" "	London.	1883	....
2d Mort. (Income Liquidation)	943,121	8	March.	Mobile.	1877	....
Montclair (N. Y. & O. Mid.)						
1st Mortgage gold, guar.	1,200,000	7*	March & Sept.	New York.	....	....
2d Mortgage	400,000	7	— & —	" "	....	....
Income Mortgage	700,000	7	— & —	" "	....	....
Montgomery and Eufala:						
1st Mortgage end. by Ala. gold.	1,040,000	8*	March & Sept	New York.	1886	....
1st Mortgage not endorsed	300,000	8	June & Dec.	" "	1900	....
Monticello:						
1st Mortgage	420,000	8	April & Oct.	New York.	1910	....
Monticello and Port Jervis:						
1st Mortgage gold, tax free	650,000	7	J. A. J. & O.	New York.	1890	....
Morris and Essex (D. L. & W.:						
1st Mortgage sinking fund, guar.	5,000,000	7	March & Sept.	New York.	1914	103½
2d Mortgage guar.	3,000,000	7	Feb. & Aug.	" "	1891	97½
Convertible bonds	1,610,000	7	Jan. & July.	" "	1900	....
Coupon bonds of 1871	2,000,000	7	Feb. & Aug.	" "	1889	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	$1,546,000	6	Jan. & July.	New York.	1890	....
Nashville and Decatur(L.&Nash.):						
1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	....
2d Mortgage gold	500,000	6*	April & Oct.	Nashville.	1887	....
Naugatuck:						
1st Mortgage	112,500	7	Jan. & July.	Bridgeport.	1876	....
Newark & New York (Cen. N.J.):						
1st Mortgage guar.	600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage gold	300,000	7*	May & Nov.	New York.	1889	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000	.....	7	Jan. & July.	New York.	1889	....
New H., Middlet'n & Williman.:						
1st Mortgage (coup. & reg)	3,000,000	7	May & Nov.	New York.	1889	....
New Haven & Northampton:						
1st Mortgage	1 000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Convertible	400,000	6	April & Oct.	" "	1880	....
Holyoke and Westfie'd bonds	2,000,000	7	" "	" "	1891	....
New Jersey See United Compan's.						
New Jersey Midland (N.Y.&O.M.):						
1st Mortgage gold, guar.	3,000,000	7*	Feb. & Aug.	New York.	1895	....
2d Mortgage currency	1,500,000	7	" "	" "	1881	....
New Jersey Southern:						
1st Mortgage	2,000,000	7	May & Nov	New York.	1899	79
1st Mortgage (Tom's Riv. Br.)	120.000	7	March & Sept.	" "	1888	....
Income Mortgage	750,000	7	April & Oct.	" "	1881	....
New Jersey West Line:						
1st Mort. gold, for $3,000,000	.....	7*	May & Nov.	New York.	1900	....
New London Northern(Vt. Cen.):						
1st Mortgage	300,000	6	March & Sept.	New York.	1885	....
1st Mortgage	200,000	7	Jan. & July.	" "	1888	....
Convertible	200,000	...	" "	" "	1872	....
N. Orleans, Jackson & Gt. North.:						
1st Mortgage 1856	3,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage 1860, for $3,000,000.	2,000,000	8	April & Oct.	" "	1890	....
Income Mortgage, 1870 gold	1,000,000	8*	May & Nov.	" "	1890	....
N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	" "	1890	....
New Orleans, Mobile and Texas:						
1st M.(NOtoT 227 m)skg fd	2,825,000	8	Jan. & July.	New York.	1915	....
1st M.(")gold skg fd.		7	" "	N.Y. or Lond.	1915	....
2d Mortgage, endorsed by La	2,825,000	8	" "	New York.	1915	....
New York and Boston:						
1st Mortgage gold, for $3,000,000	.....	7*	May & Nov.	N. Y. & N. O.	1889	....
New York Central & Hudson R.:						
Debt Certif. (N. Y. Central)	5,936,626	6	May & Nov.	New York.	1883	95
Bonds for debts ass'd(N.Y.Cen.)	1,514,000	7	Feb. & Aug.	" "	1876	101
Bonds for B.& N. S't.(")	76,000	6	May & Nov.	" "	1883	....
Bonds for R.R.stocks(")	592,000	6	" "	" "	1883	....
Bonds for real estate (")	162,000	6	" "	" "	1883	....
Bonds of 1854 renew'd(")	2,900,000	6	June & Dec.	" "	1887	91
1st Mort. (Hudson Riv.)	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (")S. F.	1,894,000	7	June & Dec.	" "	1885	....
3d Mort. (")	180,000	7	May & Nov.	" "	1875	....
Bonds of '71, tax free(NYC&H)	1,950,000	7	April & Oct.	" "	1891	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	....
Consolidated mortgage of 1863	1,754,000	6	Feb. & Aug.	" "	1893	....
Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured	106,000	7	" "	" "	1873	....
N. York, Housatonic & Northern:						
1st Mortgage for $500,000	161,000	7	Feb. & Aug.	New York.	1889	....
New York and New Haven:						
1st Mortgage	1,059,500	7	April & Oct.	New York.	1875	....
New York & Oswego Midland:						
1st Mortgage gold, tax free	8,000,000	7	Jan. & July.	New York.	1889	....
2d Mortgage convertible	2,500,000	7	May & Nov.	" "	1898	....
2d Mortgage non-convertible	1,500,000	7	" "	" "	1898	....
New York, Providence & Boston:						
1st Mortgage	133,000	6	Feb. & Aug.	New York.	'73-'78	....
Improvement Bonds	100,000	7	Jan. & July.	" "	1876	....
Extension Bonds	250,000	6	May & Nov.	" "	'78-'81	....
General Mort. for $1,000,000	616,000	7	" "	" "	1899	....
N. York, West Shore & Chicago:						
1st Mortgage gold, $35,000 p. m.	.....	7*	April & Oct.	New York.	1902	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414,350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage	906,000	8	Jan. & July.	New York.	1877	....
1st Mortgage	157,000	7	" "	" "	1877	....
2d Mortgage	458,000	8	" "	Norfolk.	1893	....
North Eastern (S. Car.):						
1st Mortgage of Sept. 1, 1869	820,000	7	March & Sept.	Charleston.	1899	....
2d Mortgage of Sept. 1, 1869	322,000	7	" "	"	1899	....
North Pennsylvania:						
1st Mortgage	2,225,000	6	Jan. & July.	Philadelphia.	1885	109½
2d Mortgage	1,358,500	7	May & Nov.	"	1896	112
Chattel Mortgage	360,000	10	April & Oct.	"	1877	97
North Shore (L. I.):						
1st Mortgage	135,000	7	Feb. & Aug.	New York.	1887	....
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage skg fd	2,500,000	6	Jan. & July.	"	1885	....
3d Mortgage skg fd	1,223,000	6	April & Oct.	"	1900	91
3d Mortgage(Y'k & Cumb.)guar.	500,000	6	Jan. & July.	"	1877	....
Consol. Mortgage gold	2,298,000	6*	" "	"	1900	93½
Income Mortgage conv.	561,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	105,200	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage skg fd guar.	400,000	7	Jan. & July.	New York.	1878	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Northern Pacific:						
1st Mort. on R.R. & lands gold..	50,000pm	7.3	Jan. & July.	New York.	1900	100
Norwich & Worcester(B.H.& E.):						
1st Mort. Mass. Loan.....	$400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds.....	200,000	...	" "	" "	1874	....
Machine shop &c., bonds.....	150,000	7	" "	" "	1877	....
Nyack and Northern:						
1st Mortgage.....	100,000	7	Jan. & July.	New York.	1890	....
Ogdensburg and Lake Champlain:						
Equipment Mortgage	300,000	8	Jan. & July.	Boston.	1878	....
Equipment Mortgage	200,000	8	" "	"	1879	100⅝
Sinking Fund Bonds.....	600,000	8	March & Sept.	"	1890	....
Ohio and Mississippi:						
1st Mortgage, (E. Div.).....	2,050,000	7	Jan. & July.	New York.	1872	....
1st Mortgage, (W. Div.).....	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.).....	534,000	7	" "	" "	1874	87½
Income Mort., (W. Div.).....	221,500	7	April & Oct.	" "	1882	....
Consolidated Mort.....	2,761,000	7	Jan. & July.	" "	1898	96
Consolidated Mort. (sterling)...	101,850	7*	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage (O. C. R. R).....	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage (War. & Fkln)....	580,000	7	April & Oct.	"	1882	85½
Consolidated Mortgage.....	1,100,000	7	May & Nov.	"	1888	80½
Old Colony and Newport:						
Plain Bonds	1,000,000	6	March & Sept.	Boston.	1876	....
Plain Bonds	485,000	6	April & Oct.	"	1875	....
Plain Bonds	1,450,000	7	Feb. & Aug.	"	1877	102¾
Omaha and Northwestern:						
1st M. land grant, gold$16,000pm	.....	7.3	Jan. & July.	New York.	1901	....
Omaha and Southwestern:						
1st Mortgage $20,000 p. m.....	.....	8	June & Dec.	Boston.	1896	....
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	94
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	85
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	91½
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	84
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	83
Orange and Newark:						
1st Mortgage.....	546,000	6	May & Nov.	Newark.	1881	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years).....	200,000	10	Jan. & July.	New York.	1888	....
Oshkosh & Miss. (M. & S. P)):						
1st Mortgage.....	240,000	8	Jan. & July.	New York.	1891	....
Oswego and Rome(R.W. & O.):						
1st Mortgage.....	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse(D.L.& W.):						
1st Mortgage, guaranteed.....	183,000	7	May & Nov.	New York.	1885	....
Ottawa, Oswego & Fox River:						
1st Mortgage guar. by(C.B.& Q.)	1,260,000	8	Jan. & July.	Boston.	1900	96½
Owensboro' and Russellville:						
1st Mortgage for $1,500,000.....	.....	8	Feb. & Aug.	New York.	1887	....
Pacific of Missouri (Atl. & Pac.:						
1st Mortgage gold.....	7,000,000	6*	Feb. & Aug.	New York.	1888	....
2d Mortgage sinking fund.....	3,000,000	7	Jan. & July.	" "	1891	....
Real Estate (depot &c.)Bonds..	500,000	10	May & Nov.	" "	1872	....
St. Louis County Bonds.....	700,608	7	Monthly.	St. Louis.	1885	....
1st Mort. (Lex. & St. Louis)gold	1,000,000	6*	Jan. & July.	New York.	1887	....
1st Mortgage(Lea. Atch & Nev.)	500,000	7	April & Oct.	" "	1889	....
Paducah and Memphis:						
1st Mortgage gold for $2,805,000.	1,071,000	7*	Feb. & Aug.	New York.	1892	....
Panama:						
1st Mortgage, stg £19,350	93,847	7*	April & Oct.	London.	1875	....
General Mortgage, stg £597,800.	3,869,330	7*	" "	"	1897	....
Paris and Decatur:						
1st Mortgage sold.....	1,200,000	7*	Jan. & July.	New York.	1901	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed.....	500,000	7	Jan. & July.	New York.	1878	....
Pekin, Linc. & Decatur(TW&W):						
1st Mortgage, guaranteed.....	1,076,000	7	Feb. & Aug.	New York.	1900	....
Pemberton & Hights.(UC of NJ):						
1st Mortgage guaranteed.....	160,000	7	Jan. & July.	Philadelphia.	1889	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	500,000	7	.....	New York.	....	....
Peninsular Railway:						
1st Mortgage gold(S.F.)1st series	1,800,000	7*	May & Nov.	N.Y. & Lond.	1899	....
1st Mortgage gold (S.F.)2d series	979,000	7*	" "	" "	1900	....
Pennsylvania:						
1st Mortgage (Harr. to Pbg)....	4,972,000	7	Jan. & July.	Philadelphia.	1880	101½
2d Mortgage (").....	2,594,000	6	April & Oct.	"	1875	99½
2d Mortgage (")stg.	2,282,240	6*	" "	London.	1875	....
General Mortgage (coup.& reg.).	18,604,500	6	J. A. J. & O.	Philadelphia.	1910	93¾
State lien for $17,500,000, skg f'd	5,758,905	5	April & Oct.	Harrisburg.	'72-'90	....
Pennsylvania Coal:						
1st Mortgage.....	542,500	7	Feb. & Aug.	New York.	1881	....
Pennsylvania and Delaware:						
1st Mortgage.....	360,000	7	Feb. & Aug.	Philadelphia.	1901	....
Income Mortgage.....	340,000	7	March & Sept.	"	1891	....
Pennsylvania & New York(L.V.):						
1st Mortgage guaranteed.	1,500,000	7	June & Dec.	Philadelphia.	1896	96
1st Mortgage guaranteed.....	1,500,000	7	" "	"	1906	....
Peoria & Bureau Val(C.R.I.& P.)						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, traffic guarantee..	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. conv., and tax free.....	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mort. gold, conv. & tax free.	1,500,000	7*	Feb. & Aug.	N.Y. & Lond.	1900	...
Philadelphia and Erie (Penn.):						
1st Mortgage (Sunb & Erie 40m)	1,000,000	6½	April & Oct.	Philadelphia.	1877	101
1st Mortgage(whole road 287½m)	5,000,000	6½	" "	"	1881	91¾
2d Mortgage (" ")	3,000,000	7	Jan. & July.	"	1888	90
Gen'l M. for $20,000,000, gold gr.	5,000,000	6*	" "	"	1920	....
Perkiomen (Phila. & Rdg):						
1st Mortgage, guaranteed.....	$619,000	6	April & Oct.	Philadelphia.	1897	....
Perth Amboy & Woodbr.(C&A):						
1st Mortgage.....	100,000	6	Feb. & Aug.	New York.	1874	....
Petersburg:						
1st Mortgage (instalments).....	341,500	8	Jan. & July.	New York.	'79-'88	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div. 36¾ m.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div. 9½ m.)...	300,000	6	April & Oct.	"	1891	....
2d Mortgage (Pa. & Md. 46 m.)..	400,000	7	Jan. & July.	"	1900	....
Philadelphia and Reading:						
Loan of 1868.....	1,139,500	6	Jan. & July.	Philadelphia.	1893	82
Loan of 1870, convertible.....	2,520,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv...	115,000	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95¾
Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	1893	106½
Mortgage Loan of 1836 stg.....	182,400	5*	Jan. & July.	London.	1880	....
Mortgage Loan of 1843 stg.....	976,800	6*	" "	"	1880	....
Mortgage Loan of 1836 stg.....	110,400	7*	" "	"	1872	....
Mortgage Loan of 1836 stg.....	177,600	7*	" "	"	'74-'77	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	5,500,000	7	June & Dec.	Philadelphia.	1911	102¾
Consolidated Mortgage June 1, 1871. — Dollar registered	1,462,000	7	" "	"	1911	103½
Consolidated Mortgage June 1, 1871. — Gold or stg coup.	4,000,000	6*	" "	Phil. or Lond.	1911	....
Consolidated Mortgage June 1, 1871. — Gold or stg reg..	624,000	6*	" "	" "	1911	....
Consolidated Mortgage June 1, 1871. — Dollar coupon...	376,000	6	" "	Philadelphia.	1911	....
Philadelphia, Wilmington & Balt.:						
Mortgage Loan, convertible	345,600	6	Jan. & July.	Philadelphia.	1884	....
Loan of 1866.....	400,000	6	April & Oct.	"	1876	95
Loan of 1867.....	1,000,000	6	" "	"	1887	....
Pickering Valley (Phila. & Rdg):						
1st Mortgage, guaranteed.....	330,300	7	April & Oct.	Philadelphia.	1900	....
Pittsburg, Cin. & St. Louis (Pa.):						
Consol. Mortgage for $10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1890	81½
1st Mort. (Steub. & Ind.) conv..	3,000,000	6	various.	"	1884	....
1st Mort.(Ct.& New'k 33m)conv	775,000	7	Jan. & July.	"	1890	...
Pittsburg & Connellsville:						
1st Mortgage of 1868, tax free...	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Mort. (Balt. Loan) of 1866...	1,000,000	6	" "	"	1886	....
1st Mort. (Turtle Cr.)Div.10½ m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	105
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D).....	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F).....	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G).....	860,000	7	Jan. & July.	" "	1912	100
2d Mortgage (Series H).....	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I).....	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K).....	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L).....	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M).....	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	99
Bridge (O. & P. R. R.) bonds...	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1,'70	100,000	7	Jan. & July.	" "	1877	....
Plymouth, Kankakee & Pacific:						
1st Mortgage for $3,600,000.....	.....	7	Jan. & July.	.....	1901	....
Port Huron & Lake Michigan:						
1st Mortgage gold, for $1,800,000	.....	7*	May & Nov.	New York.	1889	....
Portland & Ogdensb.(Me.& N.H.):						
1st Mort. (Maine Section) gold..	800,000	6*	Jan. & July.	Boston.	1900	....
Consol. Mort. gold, for $3,300,000	.....	6*	May & Nov.	"	1901	....
Portland and Ogdensburg(Vt.):						
1st Mortgage gold, for $2,300,000	.....	6*	May & Nov.	Boston.	1891	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	Jan. & July.	Portland.	1883	....
Portland and Rochester:						
1st Mort.(Portland Loan)skg f'd	700,000	6	Jan. & July.	Portland.	1887	....
1st Mortgage (equal lien).....	350,000	7	April & Oct.	Boston.	1887	....
2d Mort. Sept. 1, 1871 for$450,000	.....	7	March & Sept.	"	1891	....
Port Royal (S. C.):						
1st Mortgage gold, skg f'd.....	1,500,000	7*	May & Nov.	N. Y. & Lond.	1889	....
1st Mort. gold, guar. by Ga. Co.	1,000,000	7*	" "	" "	1889	....
Pougkeepsie and Eastern:						
1st Mort. gold, conv. & tax free..	800,000	7*	Jan. & July.	New York.	1910	....
Providence and Worcester:						
1st Mortgage.....	300,000	6	Jan. & July.	Providence.	1880	....
Quincy, Alton and St. Louis:						
1st Mortgage gold.....	850,000	7*	May & Nov.	Philadelphia.	1882	....
Quincy and Toledo (T.,W.& W.):						
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....
Quincy & Warsaw (C. B. & Q.):						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	Boston.	1890	100⅞
Reading and Columbia (P.& R).:						
1st Mortgage, guaranteed.....	850,000	7	March & Sept.	New York.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	Columbia.	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	Troy.	1873	....
2d Mortgage.....	300,000	7	" "	"	1880	....
3d Mortgage.....	150,000	7	" "	"	1887	....
1st Mortgage (Sara. & Whitch.).	400,000	7	March & Sept.	New York	1886	....
1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (Glenn's Falls)....	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia State Loan, skg fund..	600,000	6	Jan. & July.	Richmond.	....	....
Virginia State guar. bonds.....	157,800	6	" "	"	1875	....
Consolidated, Mortgage.....	1,722,000	6	May & Nov.	New York.	'75-'90	....
Rich., Fredericksburg & Potomac:						
Sterling Loan	67,777	6*	Jan. & July.	London.	1875	....
Dollar Loan	295,500	8	" "	Richmond.	1881	....
Dollar Loan	172,800	7	" "	"	1875	....
Richmond and Petersburg:						
1st Mortgage.....	130,500	7	June & Dec.	Richmond.	1875	....
1st Mortgage.....	175,000	8	April & Oct.	"	....	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Rockford, R. Island & St. Louis:						
1st *Mortgage* tax free	$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(W.&R.)Skg Fund	799,900	7	March & Sept.	New York.	1880	....
1st Mort. (Potsdam & Watert.).	327,000	7	June & Dec.	" "	'72-'74	....
Consolidated Mort. Skg Fund	824,500	7	" "	" "	1891	....
Rondout and Oswego:						
1st Mortgage, gold $20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....
Rutland (Verm. Cen.& Can.):						
Equipment Mortgage, tax free	500,000	7	May & Nov.	Boston.	1880	....
Equipment Mortgage	500,000	8	March & Sept.	"	1880	88½
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring)	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")	17,500	6	" "	"	1879	....
Calais Loan (Lewey's Island)	130,000	6	June & Dec.	"	1876	....
St. Joseph & Denver City:						
1st Mort. (E. D.) gold tax free	1,512,000	8*	Feb. & Aug.	N.Y. or Lond.	1899	102
1st M.(W.D)land grant, g'd tax fr	15,000pm	8*	" "	" "	1900	97½
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	....
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	82½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, gold $16,000	.....	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	1892	96
St. Louis,Jacksonv.& Chic.(C&A):						
1st Mortgage Mar. 16, 1864 guar.	2,929,000	7	April & Oct.	New York.	1894	95
2d Mortgage May 1, 1868 guar.	548,000	7	Jan. & July.	" "	1898	....
St. Louis, Kansas City & Northn:						
1st Mortgage (late North Mo.).	6,000,000	7	Jan. & July.	New York.	1901	90½
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage gold, guaranteed	1,000,000	6*	Jan. & July.	New York.	1901	....
St. Louis and South Eastern:						
1st Mort. gold skg fund conv	2,250,000	7	May & Nov.	New York.	1894	....
1st M.(Evans.D.)gold skg f'd,con	1,000,000	7	" "	" "	1896	....
St. Louis and St. Joseph:						
1st Mortgage gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	" "	1898	....
2d Mortgage (B.) convertible	1,000,000	7	" "	" "	1898	....
Income Mortgage	790,000	7	March 1.	Pittsburg.	1891	....
St. Paul and Chicago (M.& St.P.):						
1st M. land gr.gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.)10m.	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.)70 m.	700,000	7	Jan. & July.	" "	1892	....
2d M.(N.Line)80 m.& 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....
General Mort. (R. R. & Lands).	2,020,000	7	Jan. & July.	" "	....	....
General Mort., (R.R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....
1st M .(W.Line) R.R. & Lands.	6,000,000	7	— & —	New York.	....	....
2d M. (W.Line) R. R. & Lands.	3,000,000	7	— & —	" "	....	....
St. Paul and Sioux City:						
1st Mortgage $16,000 p. m.	2,000,000	7	Jan. & July.	New York.	1896	....
Land Stock on 400,000 acres	2,400,000	8	J. A. J & J.	" "	1890	....
St. Paul, Stillwater & Taylor's F.:						
1st Mortgage for $450,000	.....	8	Jan. & July.	New York.	1901	....
Salem (W. Jer.):						
1st Mortgage guar	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage	226,900	6	Feb. & Aug.	Boston.	1878	....
Sand., Mansfield & Newark(C&O.)						
1st Mortgage guaranteed	2,525,000	7	Jan. & July.	New York.	1909	....
San Fran., Oakland & Alameda:						
1st Mortgage gold	1,500,000	8*	Jan. & July.	New York.	....	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed	400,000	7	March & Sept.	New York.	1886	....
Savannah and Charleston:						
1st Mortgage(Sav.& Char.)bonds	500,000	7	Jan. & July.	New York.	1889	....
State guaranteed (C.& S.)bonds.	505,000	6	May & Nov.	Charleston.	1870	....
Funded Interest bonds	157,400	7	" "	" "	1889	....
Savannah, Griffin & North Ala.:						
1st Mortgage for $500,000 guar.	152,000	7	Jan. & July.	Macon.	1891	....
Savannah and Memphis:						
1st Mortgage gold, endor	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady & Susq.(D.&H.Can.)						
1st Mortgage gold, tax free	300,000	7*	Jan. & July.	New York.	1900	....
Seaboard and Roanoke:						
1st Mortgage	210,000	7	Jan. & July.	New York.	1800	....
Selma and Gulf:						
1st M. (guar. by Ala.) $16,000pm.	.....	8*	April & Oct.	New York.	1890	....
Selma, Marion and Memphis:						
1st M.gold gr. by Ala. $16,000pm.	.....	8*	March & Sept.	New York.	1889	....
Selma, Rome and Dalton:						
1st Mortgage, tax free	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage	4,000,000	7	Jan. & July.	" "	1890	....
Equipment Mortgage	230,000	10	" "	" "	1881	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed	700,000	7	Feb. & Aug.	Philadelphia.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage	729,000	7	June & Dec.	New York.	1884	....
1st Mortgage extension	694,000	8	April & Oct.	" "	1896	....
Shenango and Allegheny:						
1st Mortgage for $1,000,000	638,000	7	April & Oct.	New York.	1889	....
Shepaug Valley (Ct.):						
1st Mortgage	850,000	7	April & Oct.	New York.	1891	....
Shore Line (N. Y. & N. H.):						
1st Mortgage construction	200,000	7	March & Sept.	Boston.	1880	....
Sioux City and St. Paul:						
1st Mortgage	700,000	8	May & Nov.	New York.	1901	....
Land Grant Mortgage gold	500,000	7*	Jan. & July.	" "	....	....
Sioux City and Pacific:						
1st Mortgage gold	$200,000	6*	Jan. & July.	Boston.	1898	....
Somerset (Me. Central):						
1st Mortgage gold	560,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
1st Mortgage *Sterling*	1,407,270	5*	Jan. & July.	London.	'82-'88	....
1st Mortgage (L.) currency	807,500	7	" "	New York.	'82-'88	....
Domestic (H) Bonds	192,500	7	April & Oct.	Charleston.	1872	....
Domestic (G) Bonds	342,500	6	Jan. & July.	"	'73-'74	....
Domestic (I) Bonds	1,470,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds	76,000	6	Jan. & July.	"	'80-'92	....
Domestic (special) Bonds	71,260	7	various.	"	'72-'74	....
South Florida:						
1st M. endor. by State $16,000pm	.....	8	.....	.....	....	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	May & Nov.	New York.	1888	....
2d Mort. " " "	200,000	7	" "	"	1889	....
South Mountain Iron(Cumb.Val):						
1st Mortgage guaranteed	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage for $200,000	179,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala., gold	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.)						
1st Mortgage gold, assumed	7,159,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund	150,000	6	April & Oct	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	....
South Side, Va. (A.M.& O.):						
1st preferred bonds	675,000	8	Jan. & July.	New York.	'84-'90	....
2d preferred bonds	617,000	6	" "	" "	'84-,90	73
3d preferred bonds	448,500	6	" "	" "	'84-'90	....
Southern Central:						
1st Mortgage, skg fund conv	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage gold	1,500,000	7*	May & Nov.	New York.	1900	....
Southern Minnesota:						
1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	'78-'88	....
2d Mortgage, land grant	3,000,000	7	Jan. & July.	" "	1890	...
Southern (Cal.) Pacific:						
1st Mortgage gold for $28,000,000.	5,750,000	6*	.....	.....	....	....
Southern Pennsylvania:						
1st Mortgage gold	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage gold	88,000	7*	" "	"	1880	....
South Western (Cen. of Ga).						
Plain Bonds, various conv	391,000	7	various.	Macon.	'72-'86	...
1st Mortgage (Muscogee) conv.	300,000	7	"	"	'72-'76	...
Spartanburg and Union:						
1st Mortgage, end. by S. Car	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mortgage not endorsed	198,370	7	" "	"	1879	....
Springfield & Illinois S. Eastern:						
1st Mortgage gold, tax free	3,400,000	7*	Feb. & Aug.	New York.	1900	....
2d Mortgage gold, tax free	1,000,000	7*	" "	" "	1900	....
Springfield and Northwestern:						
1st Mortgage gold, skg fund	20,000pm	7*	Feb. & Aug.	New York	1901	...
Staten Island:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage	350,000	7	Jan. & July.	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage	174,000	6	Jan. & July.	Philadelphia.	1875	....
Sunbury and Lewisten:						
1st Mortgage gold	1,200,000	7*	April & Oct.	Philadelphia.	1890	95
Superior and St. Croix:						
1st Mortgage, $16,000 p. m.	.....	8	.....	.....	....	....
Superior and Northwestern:						
1st Mortgage, $16,000	.....	8	.....	.....	....	...
Suspens. Brid. & Erie Junc.(Erie):						
1st Mortgage	1,000,000	7	.....	New York.	....	....
Sussex (N. J.):						
1st Mortgage	200,000	7	April & Oct.	Sussex.	1873	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed	188,500	6	Jan. & July.	Camden.	....	....
Syracuse, Bing. & N.Y. (D.L.&W):						
1st Mortgage	1,400,000	7	April & Oct.	New York.	1879	....
2d Mortgage	270,000	7	June & Dec.	" "	1887	....
Syracuse and Chenango Valley:						
1st Mort. gold, for $500,000	.....	7*	Feb. & Aug.	New York.	1891	....
Tebo and Neosho (M. K. C.& T.):						
1st Mortgage gold, skg fund	1,163,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage	800,000	7	April & Oct.	New York.	1897	....
Tioga:						
1st Mortgage	243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.) 110 m.	1,600,000	7	June & Dec.	New York.	1894	93
1st Mortgage (W. Div.) 117 m.	1,800,000	7	Feb. & Aug.	" "	1896	89½
2d Mortgage (W. Div.) 117 m.	1,300,000	7	April & Oct.	" "	1886	76
Equipment Mort. sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consol. Mort. 227 m. $6,500,000.	1,406,000	7	May & Nov.	" "	1910	....
1st Mortgage (Burl. Br.) 19 m.	250,000	7	June & Dec.	" "	1910	87½
Tom's River & Watert.(N.J.So.):						
1st Mortgage guaranteed	80,000	7	.....	New York.	1888	....
Troy & Bennington (T. &):						
1st Mortgage skg fund, uar.	100,600	7	Jan. & July.	Troy.	1878	....
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	$900,000	7	Feb. & Aug.	New York.	1890	94½
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
1st Mort.(Gt.W.R.R.W.D.100m)	4,000	10	April & Oct.	" "	1868	....
1st M. (Gt. W.Rwy of '59, 181m)	2,500,000	7	Feb. & Aug.	" "	1888	94
1st Mort. (Quincy & Tol. 34 m)	500,000	7	May & Nov.	" "	1890	....
1st Mort. (Ill. & So. Iowa 42 m.)	300,000	7	Feb. & Aug.	" "	1882	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	....
2d Mort. (T.Wab. & Wt. 167 m.)	1,500,000	7	" "	" "	1871	94½
2d M. (Gt. W.Rwy of '59, 181m.)	2,500,000	7	" "	" "	1893	90
Equipment (Tol. & Wab. 75m.)	600,000	7	" "	" "	1883	87½
Consol. Mortgage (500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	89½
1st M. (Dec. & East St. L.109m.)	2,700,000	7	" "	" "	1900	89
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1890	....
Troy Union (and Depot):						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	180,000	6	" "	" "	1878	....
Tuckerton:						
1st Mortgage	400,000	7	April & Oct.	Philadelphia.	1901	....
Union Pacific:						
1st Mortgage gold, tax free	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	87
2d Mortgage (Gov. subsidy)	27,236,000	6	" "	" "	'96-'99	....
1st Mort. Land Grant	9,193,000	7	April & Oct.	" "	1889	79¾
Income Mortgage	10,000,000	10	March & Sept.	" "	1874	79
Omaha Bridge B'ds, stg.£250,000	2,500,000	8*	April & Oct.	London.	1896	....
Union Pacific (Central Div.):						
1st Mortgage gold, tax free	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (Gov. subsidy)	1,600,000	6	Jan. & July.	" "	'96-7-8	....
Union Pacific, S. Br. (M.K.& T.):						
1st Mortgage gold, skg fund	3,595,000	6*	Jan. & July.	New York.	1899	....
Union & Titusville(O.C.& A.Riv.):						
1st Mortgage	500,000	7	Jan. & July.	New York.	1890	....
United Companies of New Jer.:						
Sinking Fund sterling £262,000.	1,268,080	6*	April & Oct.	London.	1880	....
Loan of 1875 (Joint Companies)	675,000	6*	" "	Philadelphia.	1875	....
Loan of 1875 (New Jersey Co.).	300,000	6	Feb. & Aug.	New York.	1875	....
Loan of 1883 (" " ").	450,000	6	" "	" "	1878	....
Loan of 1883	1,700,000	6	" "	Philadelphia.	1883	92
Loan of 1889	866,000	6	May & Nov.	Princeton.	1889	92
Consolidated(mort.)Loan of 1889	5,000,000	6	June & Dec.	Philadelphia.	1889	98½
Sterling Loan £369,200	1,846,000	6*	March & Sept.	London.	1884	....
Sterling Loan £360,000	1,800,000	6*	" "	"	....	....
Loan of 1888	154,000	6	" "	.....	1888	....
Bond to State of New J.(NJCo)	100,000	7	Feb. & Aug.	New York.	1887	....
Bond to State of N. Jer.(U.Co's)	500,000	7	.....	.....	....	....
Loan of 1894	2,000,000	6	.....	.....	1878	....
Utica and Black River:						
1st Mortgage	351,500	7	Jan. & July.	N. Y.& Utica.	1878	....
Utica, Chen. & Susq.Val.(D&HC):						
1st Mortgage	.....	7	.....	.....	....	....
Utica, Ithaca and Elmira:						
1st Mortgage gold, skg fund	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....
Vermont Central:						
1st Mortgage consolidated	3,000,000	7	June & Dec.	Boston.	1886	65½
2d Mortgage consolidated	1,500,000	7	" "	"	1891	28
1st Mort.(Stan.,Sheff.& Ch.R.R.)	500,000	7	Jan. & July.	"	1887	78
Guar. Stock (Vt. & Ca.R.R.)	2,500,000	8	June & Dec.	"	....	99
Equipment Mortgage	1,000,000	8	May & Nov.	"	'76-'77	....
Equipment Mortgage	1,000,000	8	" "	"	1889	99
Vermont and Massachusetts:						
1st Mortgage sinking fund	550,000	6	Jan. & July.	Boston.	1883	....
Convertible bonds, tax free	200,000	7	" "	"	1879	100½
Vermont Valley (Rutland):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
2d Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mortgage: 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
General Mortgage: 2d series (blue)	850,000	7	" "	"	1890	....
General Mortgage: 3d series (black)	154,000	7	" "	"	1890	....
General Mortgage: 4th series (not end.)	1,273,000	7	April & Oct.	"	1880	....
Special Loan 1871	225,439	8	Jan. & July.	"	1880	....
Vineland:						
1st Mortgage tax free	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	N.Y.&Lynch.	1873	93
Enlarged Mortgage	990,000	6	" "	" "	1884	79½
4th Mortgage	846,000	8	March & Sept.	" "	1900	90
Registered Certificates	123,208	8	Jan. & July.	" "	'71-'75	....
Funded Interest	204,200	8	" "	" "	1880	....
Income Mortgage (fundable)	112,500	8	" "	" "	1866	....
Wallkill Valley (Erie):						
1st Mortgage gold, tax free	20,000pm	7*	April & Oct	New York.	1910	....
Ware River (Vt. Cen.):						
1st Mortgage gold, for $750,000	462,000	6*	June & Dec.	New York.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
2d Mortgage, guaranteed	750,000	7	May & Nov.	" "	1900	....
Warren & Franklin(O.C.& AlR.):						
1st Mortgage, assumed	580,000	7	April & Oct.	Philadelphia.	1882	85½
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage gold, $9,000,000	.....	7*	April & Oct.	New York.	1891	....
Watertown & Rome (R.W. & O.):						
Sinking Fund Bonds	799,900	7	March & Sept.	New York.	1880	....
Westchester and Philadelphia:						
1st Mortgage	108,400	7	Jan. & July.	Philadelphia.	1873	102½
General Mortgage, tax free	1,072,300	7	April & Oct.	"	1891	....
Western of Alabama:						
1st Mortgage (Western R.R.)	600,000	8	April & Oct.	New York.	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	" "	" "	1881	....
2d Mortgage (consols guar.)	1,146,000	8	" "	" "	1900	....
Income Mortgage	613,400	....	.....	.....	....	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Western Maryland:						
1st Mortgage	$400,000	6	Jan. & July.	Baltimore.	1890	91
1st Mort. endor. by Balt	200,000	6	" "	"	1890	97½
2d Mort. " "	300,000	6	" "	"	1890	94
2d Mort. endor. by Wash. Co	300,000	6	" "	"	1890	89
2d Mortgage preferred	600,000	6	" "	"	1895	85
3d Mortgage endor. by Balt	875,000	6	" "	"	1900	95½
Western Pacific (Cen. Pac.):						
1st Mortgage assumed, gold	2,735,000	6*	Jan. & July.	New York.	1899	....
Western Pennsylvania (Penn.):						
1st Mortgage (main line 57 m)	800,000	6	April & Oct.	Philadelphia.	1893	....
1st Mortgage (Pittsb. Br. 28 m.)	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	3,275,000	7	Jan. & July.	New York.	1896	....
West Jersey:						
Loan of Mar. 1, 1863,gr. byC.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	97½
Consolidated mort. Apr. 1, 1869.	998,000	7	April & Oct.	"	1899	....
West Wisconsin:						
1st Mort. land gr., gold skg fund	4,000,000	7	Jan. & July.	N.Y. or Lond.	1896	....
Whitehall & Plattsburg (M.& P.):						
1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1888	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	7	Jan. & July.	New York.	1873	....
Williamston and Tarboro':						
1st Mortgage	350,000	8	May & Nov.	New York.	1900	....
Wilmington, Colum. & Augusta:						
1st Mortgage	3,200,000	7	June & Dec.	Baltimore.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Wilmington and Reading:						
1st Mortgage	1,250,000	7	April & Oct.	Philadelphia.	1900	102½
2d Mortgage coupon or regis	723,600	7	" "	"	1902	....
Wilmington and Weldon:						
Sterling Bonds	648,700	6*	Jan. & July.	London.	1881	....
Currency Bonds	221,400	7	May & Nov.	"	1882	....
Sinking Fund gold, Bonds	710,000	7*	Jan. & July.	New York.	1896	....
Wilmington and Western (Del.):						
1st Mortgage, Jan. 1, 1872	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Winona & St. Peter (C. & N. W.):						
1st Mortgage $20,000 p. m	2,750,000	7	Jan. & July.	New York.	1890	....
2d Mortgage $12,000 p. m	1,565,000	7	May & Nov.	" "	1890	....
Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Wisconsin Central:						
1st M. L. G.,gold S. F.$25,000pm	.....	7*	Jan. & July.	Boston.	1901	....
Worcester (Md.):						
1st Mortgage	210,000	6	Jan. & July.	Baltimore.	1891	....
Worcester and Nashua:						
Plain Bonds	125,000	7	Jan. & July.	Boston.	1890	....
Plain Bonds	75,000	6	" "	"	1890	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage sinking fund	1,997,872	6	Jan. & July.	Philadelphia.	1886	....
Chesapeake and Ohio:						
Maryland Loan sinking fund	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds (next lien)	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. &:						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
1st Mortgage registered: 1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
1st Mortgage registered: 2d series, July 1, 1869	3,500,000	7	Jan. & July.	" "	1884	....
1st Mortgage registered: 3d series, Jan. 1, 1871	5,000,000	7	" "	" "	1891	....
Delaware & Raritan See U'd Co's.						
Lehigh Coal and Navigation:						
Mortgage Loan reg	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	90
Mortgage Loan reg	2,000,000	6	F. M A. & N.	"	1897	97
Mortgage (equip.) Loan, gold	4,944,000	6*	June & Dec.	"	1897	93
Convertible Loan, gold	922,000	6*	March & Sept.	"	1894	97
Convertible Bonds	1,496,879	6	June & Dec.	"	1877	82
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	New York.	1887	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Philadelphia.	1876	....
2d Mortgage	285,000	6	" "	"	1876	....
Boat Loan, sinking fund	236,965	7	" "	"	1899	....
Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	"	1887	....
Pennsylvania:						
1st Mortgage skg fund guar	2,205,000	6	Jan. & July.	Philadelphia.	1887	....
1st Mortgage (Wy. Val. Can.)	600,000	6	" "	"	1878	....
1st Mortgage (Erie Canal)	743,654	7	" "	"	1865	....
Interest Bonds (Erie Canal) 1850	161,960	7	" "	"	1873	....
Schuylkill Navigation(Ph.& Rdg:						
1st Mortgage	1,748,957	6	March & Sept.	Philadelphia.	'82-'97	....
2d Mortgage	4,016,670	6	Jan. & July.	"	1882	78
Plain Bonds	85,222	6	" "	"	1876	....
Improvement bonds	302,500	6	May & Nov.	"	1870	....
Boat and Car Loan	756,650	6	" "	"	1888	....
Boat and Car Loan	628,100	6	" "	"	1889	....
Coupon Bonds	1,079,000	7	Jan. & July.	"	1895	....
Susquehanna (S. & Tide Water):						
1st Mortgage	227,000	6	Jan. & July.	Philadelphia.	1894	....
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	874,000	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	437,000	6	" "	"	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	....
West Branch and Susquehanna:						
1st Mortgage	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	298,000	6	May & Nov.	"	1888	....

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of August, were :

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool.....	$5,484,161	$4,892,026
" cotton...	2,395,139	2,673,110
" silk	3,948,641	3,249,390
" flax	1,459,646	1,392,450
Miscellaneous dry goods..	1,360,829	965,966
Total entered for consump	$14,648,416	$13,172,942

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool	$2,327,451	$5,500,883
" cotton ...	641,037	2,245,739
" silk.....	1,307,492	1,715,909
" flax	524,791	856,523
Miscellaneous dry goods..	149,087	360,717
Total withdrawn from warehouse	$4,949,858	$10,679,771
Add entered for consump.	14,648,416	13,172,942
Tot. thrown on the market.	$19,598,274	$23,852,713

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool	$2,376,906	$4,018,332
" cotton ...	554,003	1,261,432
" silk.....	1,336,499	1,790,475
" flax	483,653	625,018
Miscellaneous dry goods..	203,231	187,639
Total entered for wareh'g..	$4,984,292	$7,882,896
Add entered for consump.	14,648,416	13,172,942
Total entered at the port.	$19,632,708	$21,055,838

The imports of foreign dry goods at New York for eight months from January 1, were:

ENTERED FOR CONSUMPTION.

	1871.	1872.
Manufactures of wool...	$20,088,815	$17,244,125
" cotton.	15,331,967	15,639,941
" silk ...	21,162,468	19,534,430
" flax ...	8,642,507	9,141,230
Miscellaneous dry goods	7,383,793	6,941,437
Total entered for cons'p.	$72,609,550	$68,501,163

WITHDRAWN FROM WAREHOUSE.

	1871.	1872.
Manufactures of wool ...	$8,757,161	$12,634,966
" cotton..	3,998,616	6,488,194
" silk	5,080,234	6,916,232
" flax	3,871,617	4,555,993
Miscellaneous dry goods.	1,082,576	1,433,786
Total withdrawn from warehouse	$22,790,204	$32,029,171
Add entered for consump.	72,609,550	68,501,163
Total thrown on the market.....	$95,399,754	$100,530,334

ENTERED FOR WAREHOUSING.

	1871.	1872.
Manufactures of wool....	$9,857,184	$15,790,062
" cotton..	4,537,078	7,116,080
" silk	6,110,981	8,584,183
" flax	3,184,419	4,968,648
Miscellaneous dry goods.	1,377,496	1,973,128
Total entered warehouse.	$25,067,158	$38,432,101
Add entered for consump.	72,609,550	68,501,163
Total entered at the port.	$97,676,708	$106,933,264

☞ The Kendallville (Ind.) *Standard* says that the surveyors of the Lake Shore, Midland and Western Railroad Company have arrived at that place, having completed the preliminary survey to Kendallville from the Illinois State line; that the directors of the company have also been there looking after the interest of the proposed road, and that everything appears to be favorable for its speedy construction.

Vermont Central Railroad.

The Vermont Central Railroad has obtained permission of the courts in Vermont to issue a new loan of about $2,000,000. This is rendered necessary by the extraordinary expenses incurred in putting the road in thorough repair, and making additions to the rolling stock. To this may be added the loss incurred by leasing the Rutland and Ogdensburg roads, the earnings of which for the past year have not covered the expenses and the rental. These losses have not taken the managers by surprise. It was expected that for the first few years the receipts would not be sufficent to pay the operating expenses and the full rent. In taking the lease the calculations were based upon the whole period of twenty years, and that the growth and development of the property within that period would make the whole a profitable undertaking. In this view the Vermont and Canada stockholders fully concurred, as was expressed by their vote unanimously authorizing the execution of the lease.

The indebtedness of the road, for which trust property is held, amounts to $4,000,000, with an interest of $310,000, to which the new loan of $2,000,000 is added making $6,000,000 at $471,000 interest. The securities which take the chances of earnings are the Vermont Central first mortgage bonds, $3,000,000 7 per cent., and the Vermont and Canada stock of $3,000,000 8 per cent. calling for an annual payment of $450,000; maka total of $921,000. This, it will be perceived, is more than the income of the road for the year ending May 1, 1871, as per the report of the managers, though the next six months show a decided improvement. The business of the road has been steadily increasing during the last ten years, as the figures plainly show. In 1861 the tonnage of the road was 213,834, with receipts amounting to $713,417, while in 1871 the road carried 806,152 tons, and receipts amounted to $2,107,900, exclusive of the earnings of the S., S. and C. The floating debt of the road is now about $2,000,000 against which are assets, including the new extension bonds, of $2,500,000, excluding from these assets all the securities pledged to the payment of the S., S. and C. bonds.

The road is in the best condition as regards the road bed and equipment. The traffic is steadily increasing and the managers believe that by a reduction of the expenditures, and a proper increase of the local tariff, and the natural increase of the business of the road, which we have seen has been steadily progressing for the past ten years, they will be able to overcome the deficiency in income and earn the interest on the whole debt.

In this aspect of the affairs of the road it cannot be doubted that the security holders will find it to their interest to come forward and take the new issue of bonds, relieve the management of its floating liabilities, and thus hold the great system of our Northern Railroads for the benefit and development of Boston, rather than see it diverted into other channels.—*Boston Journal, Sept. 3.*

☞ The last rail has been laid on the Hastings and Dakota Railroad through Hastings and Glencoe, and workmen are now engaged in ballasting the newly made track. This makes seventy-four miles on this important railroad line that is now completed.

☞ Grading on the main line of the Northern Pacific Railroad, in the Dakota division, is progressing very rapidly, the level condition of the country necessitating no great amount of very heavy work. The grade will all be completed to the Missouri river by October.

☞ The work of extending the Chicago and Northwestern Railway northward from Menominee progresses slowly. There is a determination, however, to get it through to Escanaba this season, and the probability is that it will be done.

The South Side Railroad.

We have already alluded to the project for the construction of a railroad on the south side of the Ohio river from Phillipsburgh, or some other point in that vicinity, to Pittsburgh. A meeting was held in Phillipsburg, on the 2d inst., to take action in reference to the matter. An organization was effected by calling John R. McDonald, Esq., to the chair, and electing J. C. Ritchie and W. J. Langfit, Secretaries. J. P. Fleming, Esq., then made a lengthy and effective speech, illustrating the advantages to be derived from the new railroad. Mr. Kerr, of Allegheny county, and Rev. W. G. Taylor addressed the meeting. The following persons were then selected as corporators: J. B. McKee, Marshall McDonald, W. J. Langfit, W. B. Anderson, W. G. Taylor, William Cooper, David McDonald.

The corporators were authorized to obtain such books as might be necessary, and to solicit subscriptions to the capital stock of the proposed corporation, and to make surveys for the location of the road. The meeting then adjourned.

A railroad on the South Side will be fed from the start by a large and remunerative local traffic, and will enhance the property along the route in value to an amount sufficient to defray the expenses of the construction.

The gentlemen agitating the matter are going forward with a determination to put it through, and it is hoped that they will have the cordial cooperation of all the people of the South Side.—*Pittsburg Chronicle.*

Shenandoah Valley Railroad.

The meeting of the stockholders of the Shenandoah Valley Railroad Company, and that of its board of directors, at Front Royal, on Tuesday and Wednesday last, were well attended, and we learn that a large amount of important business was transacted, amongst which was the appointment of a special committee, with Mr. Boteler its chairman, to confer with the Cumberland Valley Railroad Company in regard to the connection with Hagerstown, said committee being authorized, when the right of way in Maryland shall be satisfactorily arranged, to contract for the construction of the bridge, graduation, masonry, &c., between this place and Hagerstown.—*Shepherdstown (Va.) Register.*

☞ The corporators of the South Side Railroad Company appointed at a meeting held at Phillipsburg, in Beaver Co., Pa., on the 2d inst., met in Pittsburg on the 4th inst., and elected the following officers: J. P. Fleming, President; David McDonald, Vice President; W. J. Langfit, Treasurer; W. B. Anderson, Secretary; J. S. Ferguson, Solicitor, and Charles A. Cooper, Engineer. It is proposed to organize the company under the general railroad law. The right of way has already been obtained, and a considerable amount of stock subscribed. The enterprise bids fair to be carried out to successful completion.

☞ The new locomotive "Authracite," recently placed on the Albany and Susquehanna railroad, is of an altogether different model from those heretofore built for that or any other road, having six driving wheels and no trucks, and carries its water above the boiler, thus dispensing with a tender. The firing apparatus is so arranged that the fires last all day, without replenishing, and the furnaces require dumping only once a week.

☞ Ground was broken and work commenced on the 5th inst. on the Warsaw division of the State Line railway running from Rochester to Pittsburg. A large number of people were present. The work from Rochester to Salamanca is to be completed in one year.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad, in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Property and Assets. Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Passengers.	Operations. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30, 1871	60.2	—	1.5	125.0	3	3	3	56	Adirondac ..... New York.	3,103,000	*	.....	.....	3,763,000	930,000	1,951,288	—	60.2	41,234	22,134	22,820	77,954	12,769	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga.....Alabama.	10,500,000	*	.....	.....	2,700,000	7,893,000	2,500,000	—	296.0	(Operat	ed by Mo	bile and O	hio.)		—	100	....
Sept. 30, 1871	142.0	—	85.6	—	31	24	12	749	Albany and Susq. (D. & H.)...New York.	8,530,663	*	.....	.....	3,280,000	4,399,000	83,440	—	164.0	587,211	367,061	283,874	1,069,996	267,487	7	100	92
Oct. 31, 1871	132.0	—	44.0	112.0	40	32	7	1,056	Allegheny Valley.....Pennsylvania.	9,747,216	*	.....	.....	2,256,350	7,461,000	502,437	.....	132.0	.....	578,084	1,008,798	1,731,012	784,151	—	50	....
Dec. 31, 1871	185.0	—	8.0	265.0	17	9	4	258	Atchison, Topeka & Santa Fe....Kansas.	6,430,000	*	.....	.....	3,665,000	2,765,000	.....	—	....	308,030	73,367	87,571	446,933	151,629	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	10	6	5	121	Atlanta and West Point .....Georgia.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,877	86.7	.....	61,715	76,090	453,715	98,011	8	100	....
Jun. 30, 1871	263.0	—	20.0	—	6	4	2	45	Atlanta & Rich. Air-Line ¶.Ga.S.C.&N.C.	11,700,000	*	.....	.....	7,500,000	4,200,000	.....	—	263.0	(Road c	omplete M	arch 1, 187	2.)		—	100	....
Dec. 31, 1871	387.3	38.2	145.0	—	166	79	33	3,380	Atlantic and Great West.N.Y. Penn.& O.	.....	*			30,000,000	59,000,000		—	565.8	(No acc	essible ret	urns since	Juno 30,	1871.)	—	100	....
Dec. 31, 1871	237.0	110.0	154.4	105.0	26	19	6	331	Atlantic and Gulf ¶..... Georgia.	7,592,283	*	460,243	174,262	4,532,176	2,974,200	632,319	85,084	347.0	638,161	102,800	.....	1,044,668	358,988	—	100	....
Sept. 30, 1871	408.0	20.0	29.0	10.0	76	28	14	774	Atlantic, Mississippi and Ohio...Virginia.	16,607,175	*	.....	.....	6,921,900	9,493,008	.....	.....	428.0	1,271,706	302,382	489,800	1,925,428	637,137	—	100	....
May 31, 1871	95.0	—	4.7	—	9	10	4	68	Atlantic and North Carolina ¶.N.Carolina.	2,200,000	*	.....	.....	1,600,000	200,000	.....	.....	95.0	(No re	turns obta	ined.)			—	100	....
Dec. 31, 1871	328.2	—	24.7	....	33	35	18	1,119	*Atlantic and Pacific* ¶.Missouri & Ind.Ter.	24,796,500	*	.....	.....	15,600,000	9,196,500	.....	.....	328.2	.....	86,699	.....	1,106,883	460,878	—	100	....
Dec. 31, 1871	149.5	1.5	16.2	—	—	—	—	—	Atlantic and St. Lawrence.Me.,N.H.& Vt.	7,654,089	—	.....	.....	3,994,900	3,483,848	175,341	—	—	(Leased	by Grand	Trunk.)			4	100	....
Sept. 30, 1871	379.6	32.0	471.3	—	335	167	41	6,467	Baltimore and Ohio ¶ ....Md. & W. Va.	29,116,984	6,114,631	14,481,841	2,030,259	16,681,762	11,186,185	529,035	23,447,732	454.6	7,851,264	.....	.....	9,913,390	4,006,503	8	100	159
Sept. 30, 1871	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ .....Maryland.	1,650,000	—	.....	472,700	1,650,000	20,000	—	452,700	30.0	449,975	.....	.....	427,579	264,168	10	100	....
Sept. 30, 1871	103.5	—	18.4	—	—	—	—	—	Parkersburg Branch.. ....W. Virginia.	(Owne	d by B.	& O., and	account	ed for as	an asset	.)	—	103.5	836,437	.....	.....	733,095	11,807	—	100	....
May 31, 1871	32.0	—	3.2	89.0	7	...	...	....	Baltimore and Potomac.....Maryland.	.....	.....	.....	.....	3,500,000	5,000,000	.....	—	—	(Opened	to Washin	gton May	1, 1872.)		—	100	....
Dec. 31, 1871	67.0	—	6.7	—	30	21	8	925	Belvidere Delaware .....New Jersey.	3,784,387	*	.....	.....	995,800	2,244,500	1,212,625	—	67.0	.....	.....	.....	837,537	229,524	—	100	....
Sept. 30, 1871	201.6	48.0	304.4	—	180	133	36	3,290	Boston and Albany.... Mass. & N. York.	22,888,797	*	1,819,262	715,973	19,664,100	821,500	910,403	3,022,705	268.3	4,095,313	4,744,904	2,209,332	7,962,342	2,127,983	10	100	150½
Sept. 30, 1871	41.6	1.3	9.1	—	14	18	11	469	Boston, Clinton and Fitchburg .....Mass	1,221,520	537,420	241,981	83,219	872,600	916,000	252,991	43,049	65.9	296,019	293,103	235,297	447,802	80,452	—	100	....
Mar. 31, 1872	93.5	—	10.2	—	20	22	18	373	Boston, Concord and Montreal .....N. H.	2,850,000	*	287,192	218,888	1,800,000	1,050,000	10,167	475,913	134.3	.....	134,282	75,050	572,495	126,000	—	100	....
Sept. 30, 1871	61.3	51.0	25.2	72.0	22	30	13	375	Boston, Hart, and Erie ¶..Mass. & Conn.	28,770,008	*	21,373,900	.....	25,000,000	21,200,000	7,349,164	—	112.5	517,592	1,760,942	294,177	691,852	135,334	—	100	7½
Sept. 30, 1871	26.7	13.8	35.8	—	33	43	19	643	Boston and Lowell.....Mass.	2,469,960	183,345	1,025,188	821,575	2,679,900	237,000	1,331,500	303,210	70.2	667,699	1,767,952	548,768	1,208,108	252,264	8	100	....
Sept. 30, 1871	74.2	8.5	65.4	—	49	88	24	1,055	Boston and Maine.....Mass., N. H. & Me.	5,277,949	*	909,875	392,913	4,921,274	—	646,893	1,012,570	143.7	1,093,138	3,873,587	486,444	1,994,689	571,117	8	100	136
Sept. 30, 1871	44.0	14.5	62.0	—	35	57	9	377	Boston and Providence.....Mass. & R. I.	3,844,114	*	590,372	110,097	3,950,000	—	20,394	574,189	66.4	587,069	2,642,903	562,565	1,415,481	430,461	10	100	153½
Dec. 31, 1871	172.0	—	12.0	70.0	13	12	6	142	Brunswick and Albany.....Georgia.	10,878,000	*	.....	.....	4,898,000	5,980,000	.....	—	172.0	(In ha	nds of Re	ceiver.)			—	100	....
Sept. 30, 1871	43.2	—	5.2	—	7	6	3	38	Buff., Corry and Pittsb.... N. Y. & Penn.	1,532,058	*	.....	.....	428,717	700,000	463,674	—	43.2	140,211	89,343	96,659	249,442	54,031	—	100	....
Sept. 30, 1871	142.0	—	14.2	—	—	—	—	—	Buffalo, New York & Erie...N.Y.& Penn.	3,396,088	—	.....	.....	950,000	2,389,000	.....	—	—	(Leased	and oper.	by Erie.)			7	500	....
Apr. 30, 1872	229.0	—	20.0	—	22	15	10	390	Burl., Cedar Rapids and Minnesota.Iowa.	6,870,000	1,145,000	.....	.....	3,507,500	3,507,500	.....	—	190.0	.....	80,821	.....	779,569	467,741	—	100	....
Apr. 30, 1872	295.0	53.8	42.4	70.0	63	27	14	1,488	*Burlington and Missouri River*.....Iowa.	12,031,434	1,695,271	170,454	143,164	2,754,526	10,118,290	734,145	433,681	349·6	1,609,941	249,386	320,574	2,406,840	1,111,881	10s	100	....
Jan'y 1, 1872	100.0	—	3.0	16.0	5	7	2	150	Burlington and Southwestern.Iowa & Mo.	1,800,000	180,000	.....	.....	1,050,000	1,200,000	.....	—	100.0	(Traffi	c guarante	e 40 p. c.)			10	100	....
Jan'y 1, 1872	61.2	—	31.9	—	...	...	...	—	Camden and Amboy..... New Jersey.	9,458,328	*	.....	.....	5,847,800	.....	.....	.....	—	(Leased	to Pennsy	lvania.)			—	100	....
Jan'y 1, 1872	60.0	—	4.2	—	9	43	7	96	Camden and Atlantic.....New Jersey.	1,767,075	359,752	39,234	55,869	1,131,719	1,071,655	174,386	—	60.0	.....	366,818	66,443	364,500	125,721	—	100	....
Jan'y 1, 1872	23.0	7.2	—	—	—	—	—	—	Camden and Burlington Co..New Jersey.	715,362	—	.....	.....	332,925	338,000	44,437	—	—	(Leased	to United	Companie	s.)	43,422	6	100	....
Sept. 30, 1871	71.6	4.9	4.5	....	10	15	7	157	Cape Cod .....Mass.	1,057,584	*	51,948	25,712	817,680	177,000	98,824	41,740	76.5	171,754	265,934	59,298	308,928	76,970	8½	100	....
Dec. 31, 1871	94.0	4.5	7.0	—	21	9	5	585	Catawissa.....Penn.	5,126,500	*	.....	.....	3,359,500	1,740,350	.....	—	98.5	430,381	.....	487,452	654,328	202,575	—	100	....
Dec. 31, 1871	75.6	—	3.1	—	—	—	—	—	Cedar Falls and Minnesota .....Iowa.	3,174,000	—	.....	.....	1,587,000	1,587,000	.....	—	—	(Leased	to Illinois	Central.)		113,552	—	100	....
Dec. 31, 1871	271.6	2.5	19.3	—	—	—	—	—	*Cedar Rapids and Missouri River*...Iowa.	11,234,000	—	.....	.....	7,620,000	3,614,000	.....	—	—	(Leased	to C. & N.	W.)	1,379,540	493,449	2½	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	6	3	122	Central Br., Union Pacific R.R....Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	(No re	turns obta	ined.)			—	100	....
Nov. 30, 1871	449.5	—	58.6	43.0	108	82	45	1,596	Central of Georgia.....Georgia.	5,290,822	*	615,680	786,706	5,000,000	789,000	811,514	92,694	660.5	.....	.....	.....	3,689,654	1,454,857	10	100	....
Dec. 31, 1871	203.0	—	10.2	—	22	8	4	264	Central of Iowa.....Iowa.	10,000,000	*	.....	.....	6,000,000	4,000,000	.....	—	180.0	.....	44,377	92,860	310,573	132,131	—	100	....
Dec. 31, 1871	74.0	—	....	—	202	119	44	6,864	Central of New Jersey.....New Jersey.	10,736,639	6,891,559	1,489,574	2,077,043	16,182,150	7,808,569	873,477	330,620	271.7	3,702,373	3,944,103	990,591	6,841,379	3,035,235	10	100	104½
Jun. 30, 1871	137.0	—	27.2	—	40	28	24	737	Central Ohio..... Ohio.	5,500,000	*	.....	.....	3,000,000	2,500,000	.....	.....	137.1	1,200,687	.....	.....	974,994	235,133	5½	100	35
Dec. 31, 1871	881.0	520.0	70.0	—	179	172	33	3,645	*Central Pacific of California* ¶..California.	120,432,717	5,784,303	.....	.....	54,283,190	82,208,000	.....	.....	1,009.0	.....	.....	.....	8,962,554	5,021,251	—	100	....
Dec. 31, 1871	194.6	—	6.0	—	21	12	4	234	Charlotte, Columbia & Augusta....S.Car.	5,011,920	*	206,804	65,182	2,578,600	2,100,000	250,000	—	194.6	.....	.....	.....	594,473	405,271	—	100	....
Sept. 30, 1871	329.0	—	32.9	98.7	39	21	12	421	Chesapeake and Ohio.....Va. & W. Va.	18,059,543	*	.....	.....	5,398,380	11,426,257	1,234,906	.....	233.1	451,522	133,427	99,596	769,265	290,008	—	100	....
Sept. 30, 1871	53.6	—	13.3	—	27	22	9	400	Cheshire.....New Hampshire.	2,689,307	*	304,930	84,463	2,153,300	834,262	—	90,738	63.8	586,386	197,274	370,840	787,815	157,649	5	100	....
Dec. 31, 1871	242.0	117.6	60.3	—	125	68	22	2,468	Chicago and Alton .....Illinois.	14,437,600	*	864,664	698,783	11,353,300	4,408,000	2,690,392	446,956	599.6	3,359,997	715,662	1,501,496	5,278,910	1,810,051	10	100	111
Apr. 30, 1872	360.0	43.3	—	—	—	—	—	—	Chicago, Burlington and Quincy..Illinois.	35,444,090	*	—	—	18,649,910	5,534 957	—	—	754.0	.....	.....	.....	7,569,009	2,619,177	10	100	132½
Dec. 31, 1871	60.0	—	6.0	—	6	4	2	320	Chicago, Clinton and Dubuque.....Iowa.	3,500,000	*	—	—	2,000,000	1,500,000	—	—	—	(Traffi	c guar. &	oper.by C.	B. & Q.)		—	100	....
Mar. 31, 1872	100.0	—	12.0	20.0	22	10	4	610	Chicago, Danville and Vincennes.....Ill.	3,582,000	*	—	—	2,100,000	1,482,000	—	—	—	(Opene	d during	1870–'71.)			—	100	....
May 31, 1872	81.3	1.1	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	—	—	—	3,916,300	810,000	—	—	—	(Leased	to C. & N.	W.)	371,319	371,319	10	100	....
Mar. 31, 1872	140.0	25.0	15.0	29.0	16	10	5	338	Chicago and Michigan Lake Shore..Mich.	5,000,000	*	—	—	752,000	4,200,000	—	—	—	(New	road—No	returns.)			—	100	....
May 31, 1872	13829	—	200.0	120.0	269	277	83	5,983	Chicago and N. West'n.Ill., Wis. & Mich.	56,199,718	*	2,342,919	—	35,878,644	20,474,000	724,299	1,465,694	1,271.0	.....	2,224,705	11,402,161	11,402,161	4,592,135	—	100	73½
Mar. 31, 1872	50.0	—	....	110.0	2	...	...	....	Chicago, Pekin & South-Western.Ill&Mo.	1,700,000	*	—	—	1,400,000	700,000	—	—	—	(Under	constructi	on—length	160 m.)		—	100	....
Mar. 31, 1872	493.0	76.0	168.0	—	182	93	27	3,701	Chicago, Rock Island & Pacific.Ill. & Iowa.	28,761,316	*	387,136	2,340 990	17,000,000	8,702,140	70,662	3,717,630	679.0	.....	.....	5,900,797	5,900,797	2,950,534	8	100	110½
Mar. 31, 1872	875.0	29.0	31.0	—	—	—	—	—	Chicago and South Western..Iowa & Mo.	12,000,000	*	—	—	7,000,000	5,000,000	—	—	—	(Leased	to Chic.R.	I. & Pac.)			—	100	....
Mar. 31, 1872	60.3	—	83.5	—	38	24	13	502	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	948,600	752,547	3,500,000	2,032,000	444,602	705,201	60.0	588,266	700,110	325,238	1,307,595	548,926	8	100	....
Jun. 30, 1872	98.0	25.0	5.6	—	16	12	5	249	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	.....	.....	3,027,450	2,033,000	1,061,798	—	123.0	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1872	148.0	—	10.3	—	16	10	4	359	Cincinnati and Muskingum Valley..Ohio.	5,500,000	*	.....	.....	4,000,000	1,500,000	.....	—	132.1	199,442	115,971	96,322	325,238	40,054	—	100	....
Mar. 31, 1872	36.0	—	2.7	—	6	3	3	61	Cin., Richmond and Chicago.Ohio & Ind.	826,733	184,552	700	81,813	382,600	565,000	86,298	—	42.0	.....	.....	.....	211,854	42,782	—	100	....
Dec. 31, 1871	90.0	—	4.5	—	—	—	—	—	Cincinnati, Rich. & Ft. Wayne...Indiada.	4,800,000	—	—	—	3,000,000	1,800,000	—	—	—	(Leased	to Gr.Rap	ids & Indi	ana.)		—	105	....
Jun. 30, 1871	155.0	16.0	20.7	—	26	22	10	267	Cincinnati, Sandusky & Cleveland...Ohio.	5,834,514	*	176,417	61,060	3,409,956	2,419,421	98,855	149,119	191.0	648,835	.....	239,205	809,702	304,706	—	100	....
July 30, 1872	25.0	—	—	300.0	4	—	—	20	Cincinnati and Terre Haute..Ohio & Ind.	—	—	—	—	5,000,000	6,000,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec. 31, 1871	340.5	42.9	66.0	—	98	117	20	2,320	Cleveland, Col. Cin. & Ind...Ohio & Ind	13,774,883	*	1,629,225	1,386,437	12,791,350	3,008,000	197,355	693,840	470.4	3,270,327	518,611	1,177,657	3,866,076	6,215,537	7	100	90½
Dec. 31, 1871	67.8	12.4	9.7	—	—	—	—	—	Cleveland and Mahoning .....Ohio.	3,147,934	—	421,616	—	2,056,950	1,512,600	—	—	—	(Leased	to Atl.& G	t. Wtn.)		274,272	7	50	....
Jun. 30, 1871	63.7	—	9.8	68.8	9	6	7	350	Clev., Mt. Vernon and Delaware....Ohio.	1,641,501	*	.....	.....	1,165,000	1,500,000	.....	—	76.8	127,000	129,770	135,090	245,304	90,323	—	100	....
Nov. 30, 1871	124.0	75.0	62.0	—	78	34	20	2,054	Cleveland and Pittsburg....Ohio & Penn.	8,980,875	2,537,719	.....	.....	7,867,950	3,859,500	.....	—	225.0	1,968,331	609,758	1,606,903	3,080,647	1,519,609	10	100	90
Dec. 31, 1871	586.7	25.0	71.5	—	142	62	30	1,596	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	36,230,574	*	.....	.....	13,000,000	23,230,174	.....	—	586.7	3,952,726	.....	.....	4,170,338	1,040,232	—	100	36½
Dec. 31, 1871	72.3	13.0	8.0	—	16	8	4	608	Columbus and Hocking Valley .....Ohio.	2,501,791	659,298	84,536	36,158	899,867	1,819,000	217,797	285,119	89.3	348,437	142,600	384,890	548,942	235,733	—	100	....
Dec. 31, 1871	45.0	—	3.4	—	—	—	—	—	Columbus, Springfield & Cin.....Ohio.	2,000,000	—	.....	.....	1,000,000	1,000,000	.....	—	—	(Leased	to Cin., Sain. & Cleve	land.)			—	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*			1,590,525	3,000,000			....	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—					Grand River Valley.....Michigan.	1,992,000				492,000	1,500,000				(Leased	and oper. b	yMich'gan	Central.)		—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶.....Canada.	92,772,070	*			14,367,946	80,624,595			1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*			19,237,404	7,964,353			406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	....
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*			1,510,968	1,803,312	250,000		197.0	131,000	.....	.....	428,718	171,487	—	100	....
May 31, 1871	46.0	6.0	2.0	—					Hannibal and Naples.....Illinois.	1,425,000				750,000	675,000				(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	....
Jun. 30, 1871	70.0	—	—	—					Hannibal and Central Missouri. Missouri.	1,550,000				450,000	1,100,000				(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	....
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	36½
Sept. 30, 1870	114.0	2.0	5.2	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	....
Aug. 31, 1870	36.0	18.0	17.0	—					Harrisburg and Lancaster..Pennsylvania.	1,882,550				1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)		7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	164
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. &R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	.....	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	....
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*			20,000pm	20,000pm			—	(Operat	ed by Mil.	and St. Pa	ul.)		—	100	....
Dec. 31, 1870	74.0	—	10.1	—	12	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,900,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	....
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*			2,600,000	3,400,000			166.0	.....	.....	.....	1,538,422	796,601	—	100	....
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*			834,350	2,008,096	.....	.....	58.8	176,067	.....	.....	287,575	Loss.	—	50	16
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	133
Dec. 31, 1870	—	—	—	151.0					Indiana and Illinois Central....Ind. & Ill.	.....				2,750,000	2,750,000			—	(Under	constructi	on at $35,0	00 p.m.)		—	100	....
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*			5,000,000	6,500,000			202.5	(Comm	enced ope	rations Se	pt. 1870.)		—	100	....
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette. Indiana.	17,333,514	*			7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,498	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	260	Indianapolis, Peru and Chicago..Indiana.	.....								75.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034.663	59,549,690	1,793,944	647,946	—	100	....
Dec. 31, 1870	114.0	—	3.2	—					Indianapolis and Vincennes.....Indiana.	4,600,000				1,450,000	3,150,000			114.0	(Leased	& oper. by	Pennsylva	nia.)		—	100	....
Apl. 30, 1871	56.0	—	2.0	—					Ionia and Lawrence.....Michigan.	2,070,000				1,200,000	1,070,000				(Leased	& oper. by	Michigan	Central.)		—	100	....
Dec. 31, 1870	183.7	—	3.0	—					*Iowa Falls and Sioux City*.....Iowa.	7,585,000				4,625,000	2,960,000			....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	....
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,581	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	....
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	136,000			11.0	10,263	.....	.....	35,318	9,281	—	50	....
May 31, 1871	—	—	—	35.0					Ithaca and Athens .....New York.	268,386				286,730				—	(In cour	se of cons	truction.)	.....		—	100	....
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*			330,000				—	(Recent	ly comple	ted.)	.....		—	100	....
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	....
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile. Florida.	.....	*			6,000,000	4,000,000			215.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	....
Dec. 31, 1870	37.7	—	10.1	—					Joliet and Chicago.....Illinois.	2,000,000				1,500,000	500,000			—	(Leased	& oper. by	Chicago &	Alton.)		7	100	95
Dec. 31, 1870	44.5	—	11.3	—					Joliet and Northern Indiana...Ill. & Ind.	1,100,000				300,000	800,000			—	(Leased	& oper. by	Michigan	Central.)		8	100	....
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*			3 027,450	2,033,000	1,061,985		123.0	.....	.....	.....	261,277	26,713	—	100	....
Oct. 31, 1870	4.6	—	1.0	—					Junction (Phila.).....Pennsylvania.	898,324				180,250	800,000			4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	....
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	....	Junction and Breakwater.....Delaware.	706,000	*			306,000	400,000			42.0	(Recen	tly comple	ted.)	.....	.....	—	100	....
Jun. 30, 1871	58.0	—	6.3	—					Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000				610,000	840,000			—	(Leased	& oper. by	L.Sh. & M	ich. So.)		6	100	....
Dec. 31, 1870	32.0	—	1.3	—					Kalamazoo and South Haven.....Mich.	890,000				250,000	640,000			—	(Leased	& oper. by	Michigan	Central.)		—	100	....
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co. Bluffs. Mich.	8,552,500	*			2,776,000	5,776,500			....	499,493	.....	.....	1,037,274	316,910	—	100	....
May 31, 1871	32.0	—	—	68.0	...	...	..	—	Kansas City and Santa Fe.....Kansas.	.....								—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	50	....
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....				.....	1,209,000			112.0	(Oper. b	y bondhol	ders.)			—	100	....
Jun. 30, 1871	—	—	—	135.0					Keokuk, Iowa City & Minnesota...Iowa.	.....				.....	25,000pm			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....				.....	.....			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....				.....	.....			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	**Lackawanna and Bloomsburg .....Penn.**	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	....
Dec. 31, 1870	—	—	—	85.0					Lafayette, Bloomington & Miss...Illinois.	.....				1,300,000	1,300,000			—	(Under	constructi	on.)			—	100	....
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....				3,000,000	1,500,000			—	(Under	constructi	on.)			—	100	....
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000		1,212,500	500,000			37.0	46,561	.....	.....	60,686	14,497	—	100	....
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y., P., O. Ind. Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	88½
Sept. 30, 1870	—	—	—	148.8					Lake Ontario Shore Line.....New York.	.....				4,000,000			—	—	(Under	constructi	on at $33,0	00 p. m.)		—	100	....
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*			5,000,000	4,500,000			—	(Opene	d for traffl	c Sept. 15,	1870.)		—	100	....
Dec. 31, 1870	17.4	—	1.0	—					Lawrence .....Pennsylvania.	619,944				260,250	360,000	5,000		—	(Leased	& oper. by	Pbg, Ft. W	. & Chi.)	49,507	—	50	....
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000		85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	....
Dec. 31, 1870	15.0	—	1.0	21.0					Lehigh and Lackawanna.....Penn.	715,100				375,100	300,000	40,000		—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	....
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co.&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	....
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*			18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	120
Dec. 31, 1870	—	—	—	55.2	...	...	...	....	Lexington and St. Louis.....Missouri.	.....	*			900,000	900,000			—	(Under	constr. to	be compl.i	n 1871.)		—	100	....
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391			5,871,450	2,528,000			196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	100
Dec. 31, 1870	80.0	....	73.0	10	4	2	150		Little Rock and Ft. Smith.....Arkansas.	.....				6,000,000	5,000,000			—	(No retu	rns -Is ne	ar comple	tion.)		—	100	....
Dec. 31, 1870	18.0	—	92.0	—	..	...	...	....	Little Rock, Pine Bluff & N. O. Arkansas.	.....				.....	750,000			—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	—	50	....
Nov. 30, 1870	28.3	3.0	19.9	—					Little Schuylkill .....Pennsylvania.	1,466,283		915,658	.....	2,646,100	783,000			38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	96½
Dec. 31, 1870	25.0	—	67 0	3	3	—	—	18	Logans., Crawfordsv. & S.W. Indiana. Ind.	3,000,000	*			1,500,000	1,500,000			—	(Under	cons. to be	completed	in 1871.)		—	100	....
Sept. 30, 1870	94.0	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*			3,000,000	775,000			15.8	416,704	20,651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0					Louisiana and Missouri River.....Mo.	1,530,000				15,000pm	16,000pm			—	(Leased	to Chicago	& Alton.)			—	100	....
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington. Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	....
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	.....	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)		—	100	....
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St.L. Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	— —	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	....
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence... .Massachusetts.	332,883	30,255	—	15,133	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)	—	6	100	....

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283.5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	8,784,136	—	—	47.6	.....	.....	.....	.....	.....	12	100	132
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,600	—	—	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.&W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,365	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	116¾
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York.N.Y.& Penn.	5,811,700	*	.....	.....	1,811,700	3,000,000	.....	—	106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)		8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	123	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*		.....	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	—	2,00,0000	2,000,000	—	—	90.0	(Recentl	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge.N.Jersey.	214,581	—	—	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent.Penn. & Md.	1,599,906	177,744	—	.....	220,606	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	54¾
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	—	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	178
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	115¼
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.	) (14 mos.	1,389,328	120,'06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore.Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	110¼
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis.Pa. & W. Va. Ohio.	13,768,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	95½
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper.byBo	s.&Alb'y.)		27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.3	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	130
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Under	constructi	on.)			—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway.N. H.	370,000	*	—	—	170,000	200,000	—	—	26.0	.....	.....	.....	88,144	31,755	—	100	98¾
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	....	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol.R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	... .	(10 mos.	661,717	193,811	10	100	144¼
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas. &	oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	107
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5.0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	—	.....	650,000	712,173	78,148	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.8	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg.N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	13
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute.Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	209.0	.....	.....	.....	1,390,376	580,474	—	100	22
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000	—	—	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	100
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	—	—	—	(Leas. &	oper.byCh	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	—	.....	7,250,000	3,250,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	60.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.).Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,813	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	.....	180,550	100,000	—	—	—	(Leas. &	oper.byW	est Jer.)			—	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper.by B.	&Lowell.)			1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,'95	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.byRe	nsselaer &	Saratog.)		8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama.Ga.&Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)		—	100	....
Dec. 31, 1870	20 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	—	.....	320,000	—	—	—	(Under	constructi	on.)			—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576 050	—	—	—	—	(Leas. &	oper.byPh	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna ....Penn.	1,288,539	*			1,269,150	97,000	118,988		54.0	202,470			207,364	72,108		50	
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke. Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000			80.0				470,32[illegible]	159,509	4	100	
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf ....Alabama.	1,640,000	*			1,000,000	640,000			40.0	(Under construction.)						100	
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis. Ala. Miss. & T.	1,600,000	*			....	800,000			50.0	(Under construction.)						100	
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian ....Alabama.	....	....			969,052	796,830			—	(Recently sold under foreclosure. No returns.)						100	
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*..Ala. & Georgia.	....	....			8,000,000	11,000,000			—	(In a bad condition. No returns.)						100	
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	....			869,450	700,000			28.0	173,491			273,565	101,671	6	50	
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac..Wisconsin.	2,000,694	*			1,243,000	750,000			45.5				77,924	11,359		100	
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny............Penn.	625,500	79,945			157,837	520,000	35,000		21.0	22,240			37,096	9,626		50	
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line..................Connecticut.	1,195,800	—			995,800	200,000			—	(Leas. & oper. by N. York & N. Haven.)				100,000	10	100	
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*......Neb. & Iowa.	4,644,000	*			1,788,000	3,256,320			108.3				301,428	111,528		100	
Dec. 31, 1870	16.0	—	0.6	—					South Branch...............New Jersey	439,694	—			438,300				—	(Leas. & oper. by Central of New Jer.)					6	100	
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶ ....South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910			1,485,138	569,043	2	100	
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama ....Ala	....	....			....	4,926,000			—	(Only partially in operati'n.)						100	
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore ....Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934		100	
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.) ....New York.	2,617,181	*			1,000,000	2,250,000			72.8	254,938	10,319,774	1,377,540	358,168	162,982		100	75¼
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central.............New York.	4,500,000	*			3,000,000	1,500,000			....	61,760	1,083,133	642,124				100	
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids..Iowa.	....	....			2,500,000	1,500,000			—	(Under construction.)						100	
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota ....Minnesota.	32,426 pm	1, ...			....	20,000p m			100.0				267,762	27,677		100	
May 31, 1871	80.0	—	—	640.0	...	...	...	....	Southern Pacific..............California.	....	....			....	....			....	(Under construction.)						100	
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific..................Texas.	1,400,000	*			686,100	222,000	209,270		49.0				284,142	166,971		100	
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania.............Penn.	810,000	....	2,000,000		577,408	651,500	95,000		—	(Under construction.)						100	
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern.....................Georgia.	4,081,048	376,726	129,538		3,939,900	699,500			257.5	(Leased by Cen. of Georgia.)			1,324,180	418,072	10	100	
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*			751,296	198,370	125,000		68.0				68,318	14,502		100	
Dec. 31, 1870	166.0	—	8.0	59.0	...	...	...	....	Springfield & Ill. So. Eastern.....Illinois.	....	....			....	15,000p m			—	(Under cons. to be finished by Dec. 1,						100	
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island ....New York.	370,386	*	569,614		700,000	200,000	40,000		13.0	54,834	2,693,648		292,579	72,671	8	100	
Nov. 30, 1870	21.9	—	1.1	—					Stockbridge and Pittsfield...........Mass.	448,700	—			448,700	448,700			—	(Leased & oper. by Housat'c.)				31,409	7	100	
Nov. 30, 1870	13.2	—	1.0	—					Stony Brook.................New Hamp.	267,383	—			267,300			634	—	(Leased & oper. by Nash.&Lowell.)					6	100	
Mar. 31, 1870	26.0	—	2.0	—					Sullivan......................Nnw Hamp.	1,250,000	—			500,000	750,000			—	(Leased & oper. by Ver. Cen.)						100	
Dec. 31, 1870	16.0	—	—	13.0					Sullivan and Erie..........Pennsylvania.	....	—			1,200,000	1,000,000			—	(Under construction.)						50	
Dec. 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex......................New Jersey.	517,850	*			317,850	200,000	3,874		—				95,253	31,251	5	100	
Dec. 31, 1870	8.3	—	—	—					Swedesboro'..................New Jersey.	288,200	—			92,925	171,000	29,284		—	(Leased & oper. by W.N.Jer.)					6	100	
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.N.Y.	3,707,684	*			1,670,130	1,695,825	13,783	45,843	81.0	429,182	5,813,304	32,216,419	744,022	309,912		100	
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch..........Massachusetts.	392,971	*	24,194	52,235	400,000	1,185,000	23,557	7,742	11.7	65,346		(10 mos.	102,172	23,651	8	100	115
Dec. 31, 1870	30.0	—	—	157.0	...	...	...	....	Tennessee and Pacific ¶.......Tennessee.	1,117,617	*	1,267,239	944	635,070	800,000	557,988	1,095,523	—	(Under construction.)						50	
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis....Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	243,000	284,849		72.0	578,258	9,988,392	35,490,358	1,087,526	459,465	12	100	
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga ....Pennsylvania.	849,152	381,640			580,900				34.6	190,395			420,623	222,905		100	
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw......Illinois.	10,806,000	*			5,700,000	5,106,000			228.0							100	24
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western. O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960			4,544,641	1,308,376		100	72
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston.............New York.	2,307,907	*			998,061	1,898,000	347,055		55.3	174,320	4,631,950	4,521,682	478,263	165,248		100	
Sept. 30, 1870	6.0	—	6.0	—					Troy and Greenbush...........New York.	294,908	—			274,400				—	(Leased & oper. by N.Y. Cen. & H. Riv.)					6	100	48⅞
Dec. 31, 1870	37.5	8.0	10.1	—					Tyrone and Clearfield......Pennsylvania.	1,000,000	—			510,000		404,069		—	(Leased & oper. by Pennsylvania.)						50	
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*..............Nebraska, &c.	110,812,512	*			36,745,000	74,067,512			1,038.7		74,917,335	71,779,106	7,625,277	2,947,862		100	36⅞
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch) ..Kansas.	3,723,000	*			1,000,000	3,200,000			100.0				182,563			100	
Dec. 31, 1870	25.0	—	1.0	—	...	...	...	....	Union and Titusville...............Penn.	1,500,000	*			500,000	1,000,000			—	(Recently opened for traffic.)						100	
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River.........New York.	1,835,315	*			1,666,990	150,000			59.0	85,360	3,102,075	1,403,923	250,425	120,360	6	100	
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley..N. Y.	2,153,905	*			1,900,900				....	99,975	3,391,815	978,119	208,353	85,890		100	
Sept. 30, 1870	11.4	—	1.0	—					Valley.........................New York.	769,287	—			750,000				11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	
Dec. 31, 1870	47.0	25.5	8.9	—					Vermont and Canada ....Vermont.	2,500,000	—			2,500,000				—	(Leased & oper. by Ver. Cen.)					8	100	70
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central.................Vermont.	13,000,000	*	(Incl. Vt. & Can.)		5,000,000	9,500,000			185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977 loss.		100	
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166		(10 mos.	456,651			100	87½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley ....Vermont.	1,221,886	*			516,164	793,200			—	(Leased & oper. by Ver. Cen.)						100	
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland.....................New Jersey.	1,750,000	*			1,000,000	750,000			—	(Recently completed.)						100	
Sept. 30, 1870	18.5	—	0.8	66.8	—				Walkill Valley...............New York.	695,465	—			499,600	350,000			18.5	15,794	100,513		14,411	2,976		100	
Sept. 30, 1870	10.2	—	0.4	—					Warwick Valley ....New York.	199,161	—			225,000	85,000			10.2	19,820	290,410		50,792	18,677	5	100	
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio ....Virginia.	1,483,012	119,903			1,467,670	86,896			44.0	88,395			97,045	9,712		100	
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia.....Penn.	1,320,024	178,583	216,037		684,046	957,500	107,000		35.5	204,506			288,566	101,693		100	
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western ....Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540		(10 mos.	5,785,987	1,830,314	10	100	
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic...........Georgia.	5,000,000	*			—	....			—	(Leas. for 20 y'rs at $25,000 monthly.)				3,000,000		100	
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶...........Maryland.	3,000,000	*			650,000	1,400,000			46.0	67,611	1,791,187		137,928	36,133		100	
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina..North Carolina.	....	*			6,500,000	1,400,000			105.0				112,625	13,200		50	
Dec. 31, 1870	57.1	27.6	12.0	—					Western Pennsylvania.....Pennsylvania.	3,671,000	—			1,022,450	1,800,000			—	(Leased & oper. by Pennsylvania.)						50	
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey..................New Jersey.	2,204,464	*	1,836,074	116,207	1,209,000	2,379,000	20,000	48,745	126.1	307,150	16,363,324	3,639,915	633,616	255,428	10	100	
Sept. 30, 1870	—	—	—	93.0					West Shore Hudson River....New York.	624,464	—			526,700	676,300	7,427		—	(Under cons.—Newburg to Albany.)						100	
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin...............Wisconsin.	5,000,000	*			4,000,000	4,000,000			—	(Under cons.—open to Menomenee.)						100	
Dec. 31, 1870	32.5	—	0.5	—					Williamston and Tarboro.....North Car.	850,000	—			500,000	350,000			—	(Operated by Wil. & Wel.)						100	
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford. N.C.	5,200,000	*			1,200,000	4,000,000			168.0				230,203	121,457		100	
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta. N. C. & S. C.	(Late Wilming. & Manch.)				5,000,000				171.0							100	
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶...N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,665	130,021	154,570	181.0	436,316			594,222	250,725		100	
Dec. 31, 1870	32.0	—	1.8	—					Winchester and Potomac.......Virginia.	600,000	—			180,000	144,400	102,400		—	(Leased & oper. by Balt. & Ohio.)				27,090	6	100	
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter........Minnesota.	4,754,837	427,100			—	4,750,000			142.0		2,861,440	6,131,860	574,668	109,400		100	
May 31, 1871	—	—	—	14.0					Worcester ....Maryland.	....	....			100,000	300,000			....	(Under construction.)						100	
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua ...N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555		3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	133
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal. Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825		12.5				414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—			8,229,594				184.5				....			25	
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal ..Pennsylvania.	2,433,350	—			1,633,350	800,000			—	(Leased & oper. by Lehigh N					8	50	92
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal. Penn. & N.Y.	7,066,899	—	13,245,880		15,000,000	5,000,000			108.0				107,947		10	100	119
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal. New Jersey.	4,735,353	—			5,847,400				65.5				888,353	585,004	10	100	
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal ....Pennsylvania.	1,562,000	—			64,000	835,759	689,446		161.0	(Leased 1870 by Pennsylvani			67,252	loss.		50	
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation.........Pennsylvania.	1,115,452	—			1,003,500	110,000			83.0				220,216	130,187	10	100	79¼
Dec. 31, 1870	48.0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	4,455,000	—	19,947,779		8,739,800	15,662,979			108.0				344,308	181,042		100	
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal................New Jersey.	3,391,214	—		110,570	2,200,000	1,021,965	197,815	82,206	103.0				391,550	183,076		100	52¼
Dec. 31, 1870	173.0	64.0	—	—	—	—	—	—	Pennsylvania Canal........Pennsylvania.	6,569,950	—			4,837,950	2,232,000			360.0				609,552	142,888		50	40
Dec. 31, 1870	108.3	1.0	—	—	—	—	—	—	Schuylkill Navigation .....Pennsylvania.	10,856,153	2,335,716	284,140		4,797,185	7,678,387	1,042,143	117,900	—	(Leased to Phila. & Read. Co.)				655,000		50	15¼
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal. Penn. & Md.	4,837,278	—			2,002,746	2,634,367	284,878		45.0				135,162	61,602		50	20
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal................Pennsylvania.	5,907,850	—			2,907,850	3,000,000	20,000		87.6				59,953	4,203		50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,911,300	—			1,100,000	748,300	63,000		....	(Leased by Pennsylvania.)						50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar.	2,494,000	4	4	....
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire,* guaranteed	600,000	7	7	....
Blossburg and Corning,* guar.	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	86½
Buffalo, N. York and Erie,* guar.	950,000	7	7	74½
Camden and Atlantic, pref.	753,695	7	...	80
Catawissa,* pref. and guar.	2,200,000	7	7	90
Cayuga and Susquehanna,* guar.	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed	755,000	7	7	....
Central Ohio, preferred	400,000	7	7	38
Chemung,* guar.	380,000	8	6	....
Cheshire, preferred	2,017,815	7	3	81
Chicago and Alton, pref.	2,425,400	7	10	120
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	....
Chicago and Northwestern, pref.	20,370,293	7	7	89
Cleveland and Mahoning,* guar.	2,056,000	7	7	....
Cleveland and Toledo,* † guar.	6,250,000	...	3½	....
Cochecho, preferred	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred	1,822,100	6	6	91
Cumberland Valley, 1st pref.	241,900	8	8	114½
" " 2d pref.	242,000	8	8	....
Delaware,* guaranteed	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed	1,988,170	7	7	97½
Dubuque Southwestern, pref.	330,308	7	7	....
Eastern (N. H.,)* guaranteed	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed	500,000	5	5	....
Elmira and Williamsport,* guar.	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed	500,000	7	7	84
Erie, preferred	8,536,910	7	7	70½
Evansville and Crawfordsville pref.	100,000	...	...	....
Hannibal and St. Joseph, pref.	5,078,224	...	...	54½
Harrisburg and Lancaster,* guar.	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	25
Joliet and Chicago,* guar.	1,500,000	7	7	....
Joliet and Northern Indiana,* guar.	300,000	8	8	....
Lackawanna and Bloomsburg, pref.	500,000	7	...	....
Leeds and Farmington,* guar.	.....	...	5	....
Little Schuylkill,* guar.	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref.	6,586,135	6	...	28
" " 2d pref.	4,051,744	6	...	13
Manchester and Lawrence*	1,000,000	...	9	....
Michigan Southern, guaranteed	586,800	10	10	....
Mill Creek and Mine Hill,* guar.	323,375	10	10	....
Milwaukee and St. Paul, preferred	9,744,268	7	...	76
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*	1,344,000	...	2	....
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.	1,000,000	6	6	....
North Eastern (S. C.,) preferred	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	103½
Ohio and Mississippi, pref.	3,500,000	7	7	75
Paterson and Hudson,* guar.	630,000	8	8	....
Paterson and Ramapo,* guar.	248,000	...	5	....
Peoria and Bureau Valley,* guar.	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.	1,551,800	...	10	....
Philadelphia and Trenton,* † guar.	1,099,700	...	10	....
Pittsfield and North Adams,* guar.	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,000	6	6	....
Portland, Saco & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed	142,900	7	7	....
Rochester and Genesee Valley*	557,560	...	7	....
Rutland, preferred	.....	7	7	58
St. Louis, Alton and T. H., pref.	2,040,000	7	7	45
Sandusky and Cincinnati, pref.	445,596	6	6	48
Schuylkill Valley,* guar.	576,000	5	5	....
Shamokin Valley & Pottsville,* guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.	1,700,000	7	...	....
" " 2d pref.	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.	274,000	7	7	....
Vermont and Canada,* guar.	2,500,000	8	8	....
Warren,* guar.	1,408,300	7	7	....
White Mountains,* guar.	200,000	5	5	....
Wrightsv., York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.	1,633,350	8	8	....
Morris, preferred	1,175,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	30
Union, preferred	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.	.....	6	...	....
Mariposa Mining, pref.	5,774,400	7	7	2½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.

Pig, Scotch—Coltness.....per ton — — @ — —
Gartsherrie.....56 — @ 57 —
Glengarnock.....54 — @ 55 —
Eglinton.....52 — @ 53 —
Pig, American, No. 1.....55 — @ 57 —
Pig, American, No. 2.....52 — @ 53 —
Pig, American, Forge.....48 — @ 49 —
Bar, Refined, English and American.....115— @120 —
Bar, Swedes, assorted sizes.....(gold).120— @130 —
—Store Prices.—
Bar, Swedes, 1½ x⅜ & ½ x ⅜ to ⅝ & ¾ sq. 1¾ to 5x⅜ to ⅞ & ⅞ to 2 sq. 6 to 12 x ⅜ & ½.....145 — @155 —
Bar, Refined, ⅞ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in.....120 — @ — —
Bar, Refined, 1½ to 6 by ½ & 5-16 in.....125 — @ — —
Bar, Refined, 1 & 1½ by ½ & 5-16.....127 50 @ — —
Large Rounds, 2½ to 2¾ to 3¾ to 4 in.....127 50 @140 —
Scroll.....140 — @170 —
Ovals and Half-round.....140 — @160 —
Band, 1 to 6 in. by 3-16 to No. 12..... — — @135 —
Horse Shoe.....130 — @140 —
Rods, ½@3-16 inch.....125 — @165 —
Hoop, ⅞ by No. 22 to 1 & 1¼ by 13 & 14.....145 — @190 —
Nail Rod.....per lb. — — @ — 9
Sheet, Russia, as to assortment.....(gold) — 17½@ 18 —
Sheet, Single D. and T. Common..... — 7 @ — 8½
Sheet, Doubles and Trebles, Charcoal..... — 7¾@ — 8½
Sheet, Galvanized.....List. 15 per ct. disc.
Rails, English.....(gold).....per ton. 75 — @ — —
Rails, American, at Works in Penna..c'y. 87 50 @ 90 —
Anvils, (Eagle).....per lb currency. — 9 @ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val., all less 10 per cent. (Store prices.)

English, Cast (2d and 1st quality)..per lb. — 16½@ — 20
English Spring (2d and 1st quality)..... — 9½@ — 10½
English Blister (2d and 1st quality)..... — 11½@ — 16
English Machinery..... — 11½@ — 13½
English German (2d and 1st quality)..... — 11½@ — 12
American Blister..... — — @ — 11½
American, Cast, Tool..... — — @ — 17
American, Spring..... — — @ — 11
American Machinery..... — — @ — 11½
American German..... — 9 @ — —

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.

Cut, Hook-head Brads, Fencing and Sheathing, 10d. to 60d per keg..... — — @ 5 80
Cut, 8d. and 9d..... — — @ 6 05
Cut, 6d. and 7d..... — — @ 6 30
Cut, 4d. and 5d..... — — @ 6 55
Cut, 3d..... — — @ 7 30
Cut, 2d and 3d. Fine..... — — @ 8 05
Cut Spikes, all sizes..... — — @ 6 05
Cut, Finishing, Casing, Box, &c., 10d to 3d. 6 30 @ 7 80
Clinch, 2 to 3 inch and over..... 7 30 @ 7 80
Horse Shoe, Forged (No. 10 to 5)...per lb. — 21 @ — 33
Copper..... — — @ — 45
Yellow Metal Sheathing and Slating..... — 30 @ — 32

TIN—Duty: Pig, Bars and Block, free; Plate and Sheets and Terne Plates, 15 per cent. ad val.

Banca.....(gold).per lb. — 40 @ — 41
Straits.....(gold). — 33 @ — 33½
English.....(gold). — 33 @ — 33½

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal....per box.	13 25 @13 50	15 25 @ 15 50
I. C. Coke.....	12 — @12 50	14 25 @ 14 50
Coke Terne.....	10 75 @11 25	12 25 @ 12 75
Charcoal Terne.....	11 50 @12 —	13 25 @ 13 75

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..... — 12 @ — 12½
Crude, 40 @ 47 gravity (in shipping order) — 17 @ — 17½
Refined, Standard White (in ship'g order). — — @ — —
Refined, S. W. (in jobbing lots)..... — — @ — 24½
Refined, S. W. (in tin)..... — — @ — 29
Naptha, Refined, (65 @ 73 gravity)..... — 15½@ — 16½
Residuum.....per bbl. 4 — @ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent. All Cash.

Copper, New Sheathing, (over 12 oz.) per lb.— — @— 43
Copper, Bolts..... — — @— 45
Copper, Braziers' (over 16 oz.)..... — — @— 45
Copper, Nails..... — — @— 45
Copper, Old Sheathing, &c., mixed lots..... — 26 @— 28
Copper, English Pig..... — 33½@— 33¾
Copper, American Ingot..... — 32½@— 32¾

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.—all less 10 p. ct.

Spanish.....(gold) per 100 lb. 6 45 @— —
German.....(gold) 6 45 @— —
English.....(gold) 6 75 @ 7 12½
Bar..... — — @ 9 25
Sheet..... — — @11 —
Colwells, Shaw & Willard Tin-Lined Lead Pipe 1.5c pr. lb.

COAL—Duty: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, Free; other, 40 cents per 28 bushels of 80 lb. to the bushel.

Newcastle Gas.....per ton of 2240 lb. nominal.
Liverpool Gas Cannel.....15 — @16 —
Liverpool House Cannel.....24 — @25 —
Anthracite (by cargo) ....per ton of 2,000 lb. 3 75 @ 5 25

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Canton Co.	....	92	....	[illegible]	....	92
Central Pacific 6s	100⅞	100	....	99½	99⅞	99½
Central of N. Jersey	103	103⅞	....	103⅞	104⅞	104⅞
Chicago & Alton	112½	....	112	....	....	111
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	98	....
Chicago, Burl. & Q.	130	....	130½	131	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	73½	73½	73½	73½	74	73⅞
" pref.	90	....	89	....	....	....
" 1st M.	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Consol.	....	....	....	....	....	....
Chic., Rock Isl. & Pac.	110½	110½	110½	110½	110½	110½
Chi., R. I. & Pa. 7s, 1896	101½	....	101½	....	....	....
Clev., Col., C. and Ind.	....	....	....	90	90⅞	....
Clev. & Pittsburg guar.	89⅞	....	90	89½	89⅞	90
" 2 M.	....	....	....	....	....	....
" 3 M.	98	....	....	....	....	....
" 4 M.	....	....	....	....	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	34⅞	35⅞	36	36⅞	37⅞	36⅞
" 1 M.	92	....	92	92	92	91½
" 2 M.	76	....	....	....	76	76
Del. & Hudson Canal	....	119	....	119	....	....
Del. Lack. & Western	99	99½	99⅞	100	100½	100½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	48⅞	49	48⅞	47⅞	48⅞	47½
" pref.	....	71½	....	70½	....	....
" 1 M. 7s, 1897	....	....	....	103	....	....
" 2 M. 7s, 1879	99½	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	....
Hannibal & St. Joseph	36	....	36½	....	....	....
" pref.	....	....	....	....	54½	....
" 8s, conv.	89	....	....	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	132½	....	133	....	....	....
" bonds	....	....	....	....	....	....
Lake Shore & Mich. S'th.	89½	89½	89½	89⅞	89½	88⅞
Lake Shore Div. bonds	....	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	....
" 2d pref.	....	....	....	....	....	....
Michigan Central	115	....	....	....	....	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	....	....	....	....	98	....
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	2½	....	2½	....	....	....
Milw. and St. Paul	55½	55	55⅞	55½	55⅞	55⅞
" pref.	76	....	75½	....	76	....
" 1st mort.	92½	92½	92½	92½	....	....
" 2d mort.	....	....	....	....	....	84½
" 8s	....	....	107	....	....	....
" 7 3-10s con.	....	....	95	....	....	....
" 7s, gold	96⅞	96⅞	....	96⅞	96⅞	....
Missouri 6s	93	93	....	....	....	93
" H. & St. J. iss	....	....	....	....	....	....
Morris and Essex	91½	....	....	91	....	....
" 1st mort.	....	....	....	....	....	....
" 2d mort.	98	97⅞	....	....	....	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s, S.F. 1883	91	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	98½	99½	100	100	99⅞	98⅞
N. York and Harlem	113½	114	....	113½	113	....
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	43⅞	43⅞	43⅞	43⅞	44⅞	43⅞
" pref.	75	74½	....	75	....	....
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	70½	71⅞	71½	71⅞	71⅞	70½
Panama	133	131½	132	131½	132	132
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	95½	....	....	....
" 1 M.	....	105	....	....	....	....
" 2 M.	100	....	....	....	....	....
" 3 M.	....	....	....	....	....	....
Quicksilver Mining Co.	41⅞	41	41	41½	43½	43½
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M. pref.	....	....	....	....	....	....
" Income bds.	....	82⅞	....	....	....	....
Tennessee 6s, old	....	73⅞	73½	73½	....	....
" new	73⅞	73½	73	....	....	....
Tol., Wab. & Western	73⅞	72	72	72	....	72
" pref.	....	....	....	....	....	....
" 1 M.	....	....	94½	....	....	94½
" 2 M.	....	....	....	....	....	94½
" Equipment	....	....	....	87½	....	....
" St. Lou. Div.	89	....	....	....	....	....
Union Pacific	36½	36½	36½	36½	36⅞	36⅞
" 1st mort.	88½	88½	....	87	87½	87
" L. Gt. 7s	80½	80	....	80	....	79⅞
" Inc. 10s	81½	81	....	79	79½	79
Virginia 6s, old	....	....	....	....	....	....
" new	....	....	....	....	....	....
" consol.	51½	....	....	....	....	....
" def. cert.	....	....	....	....	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	108	....	108	....	....	....
U. S. 5s, 10-40s, coup	108½	108	....	108	107⅞	107⅞
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	....	....	....	110⅜	....	....
U. S. 6s, 1881, reg	114	....	113½	....	....	....
U. S. 6s, 1881, coup	115½	....	115⅝	....	....	....
U. S. 6s, 5-20s. reg. '62	114	....	....	....	....	....
U. S. 6s, 5-20s, c. 1862	....	....	113¾	....	....	113¾
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1864	....	113⅞	....	....	....	113⅝
U. S. 6s, 5-20s, reg. '65	....	113¾	....	....	....	....
U. S. 6s, 5-20s, c. 1865	114½	114	114	114	114	114
U. S. 6s, 5-20s, r. n. '65	113	112⅝	112¾	....	....	112⅝
U. S. 6s, 5-20s, c. n '65	112¾	112½	112¾	....	....	112½
U. S. 6s, 5-20s, reg. '67	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1867	113¾	112¾	112¾	....	....	113
U. S. 6s, 5-20s, reg. '68	....	....	....	....	....	....
U. S. 6s, 5-20s, c. '68	113⅝	....	....	113	....	112⅞
U. S. 6s, Pac.RR.issue	112½	113¼	112	....	....	....

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	W.4.	Th.5.	F.6.	Sat.7.	M.9.	Tu.10
Catawissa preferred	....	....	....	....	....	....
Camden and Amboy	....	....	....	....	....	....
" 6s, 1875	....	....	....	....	....	....
" 6s, 1883	....	....	....	....	....	....
" 6s, 1889	....	....	....	....	....	....
" mort. 6s, '89	98½	....	....	....	....	98½
Elmira & Williamsport	....	....	....	....	....	....
" pref.	....	42	....	....	....	....
" 7s	....	....	....	....	....	....
Lehigh Navigation	40	39½	40	40½	39¾	....
" 6s, 1884	....	....	90	....	90	90
" Gold L.	93	....	93	93	....	....
" R. R. L.	....	....	97	....	....	....
" Conv. L.	82	....	....	....	....	....
Lehigh Valley R. R.	59⅞	60	60	60	59⅞	60
" 6s new coup	....	....	....	....	....	....
" 6s new reg.	99	....	....	99	....	....
Little Schuylkill R.R.	....	....	....	....	....	....
" 7s	....	....	....	....	....	....
Minehill	52½	53	....	....	52¾	52½
Morris Canal	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
North Pennsylvania	49½	....	....	....	....	....
" 6s, 1880	100½	....	....	....	....	....
" 7s	....	....	....	97	97	....
" 10s, 1887	....	....	....	....	....	....
Northern Central	....	....	....	....	....	....
Oil Creek & Alleg. Riv.	37¼	37	....	....	....	....
" 7s	....	....	80½	....	....	....
Pennsylvania R. R.	58⅞	58½	58½	58½	58½	58⅝
" 1st M.	....	101	....	....	....	101¾
" 2d M.	....	....	....	....	....	....
" Gen. mort.	....	....	....	....	....	....
" " reg.	96½	....	....	96½	96½	....
Penn. State, 6s, 1st series	101½	101½	....	101½	....	....
" 6s, 2d series	....	104	....	....	....	....
" 6s, 3d series	106⅞	....	....	....	....	....
Philadelphia City, 6s	98½	98½	....	98½	98¾	98⅞
" new	101½	101½	101½	101½	101½	101½
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	58	58	57⅞	57½	57⅞	57¾
Philadelphia and Erie	....	....	....	....	....	....
" 6s	....	....	....	....	....	....
" 7s	90⅞	90½	....	....	90	90
Phila., Wilm. & Balt.	....	....	....	....	....	....
Schuylkill Navigation	....	....	....	....	....	....
" pref.	....	....	....	....	15½	14⅞
" 6s, 1882	....	....	....	....	78	....
" 6s, 1876	....	....	....	....	....	....
" 6s, 1872	....	....	....	....	....	....
United Co. of N. Jersey	127½	127½	....	128	128	127¾
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	20½	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Sept. 10.

	W.4.	Th. 5.	F.6.	Sat.7.	M.9.	Tu.10
Baltimore City 6s, 1875	100	....	....	100	....	99½
" 1886	....	....	....	....	....	....
" 1890	98⅞	98⅞	99	99	99	....
" 1884	....	....	....	....	....	....
" 1900	....	98½	98½	98½	98½	....
Balt and Ohio	159	....	....	....	....	....
" bonds, 1875	....	....	....	....	....	....
" " 1880.	97	....	....	....	....	....
" " 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	....	....	....	99½	98¾
" 2d M.	91½	91½	....	....	....	91
" 3d M. 8s	....	83½	....	....	83½	....
Northern Central	....	....	....	....	93	....
" bonds, 1885	....	....	....	....	....	....
" " 1900	....	....	....	....	....	....
Pittsb. & Connellsv. 7s	....	....	95½	....	....	95½
N. W. Va. 1st mort.	....	....	....	....	....	....
" 2d mort.	....	....	....	....	....	....
" 3d mort.	....	....	....	....	....	....
Virginia 6s, Consol	51½	....	51	....	....	51
" Defer. Certif.	15½	....	....	....	....	....
City Passenger R R.	....	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending Sept. 11.

	Th.5.	F.6.	Sat.7.	M.9.	Tu.10.	W.11
Boston and Albany	151½	151½	....	150	150½	
Boston and Lowell	....	....	....	....	....	
Boston and Maine	....	137	....	....	136	
Boston and Providence	....	153⅜	....	....	....	
Boston, Hartford & Erie	....	....	....	4½	....	
" 7s, new	40½	40½	41⅛	40	39⅞	39⅞
Cheshire, pref.	81	....	....	....	....	....
Chi., Burl. & Quincy	131	....	....	132½	....	
Concord	....	....	....	....	....	....
Connecticut River	136½	136⅞	....	....	136⅞	
Eastern	....	108½	....	108½	109½	
Fitchburg	132	133½	....	....	....	
Manchester & Lawr'ce	....	....	....	....	....	
Michigan Central	115	115¾	115½	....	115	
Northern, N. H.	....	....	....	....	118½	
Ogdens. & Lake Champ.	74	....	74⅛	....	73⅛	
" pref.	....	103½	....	....	....	
Old Colony & Newport	....	113½	113½	113	113	
Ph., Wil. & Baltimore	55½	55	55	54⅞	54¾	55½
Portl'd, Saco & Ports.	....	....	....	....	130	
Union Pacific	....	....	....	....	....	
" 6s	87	....	....	....	86½	
" Land Grant 7s	77½	....	....	....	76½	
" Income 10s	81⅛	80¾	....	....	78½	
Vermont & Canada	68	....	70	....	70	70
Vermont & Mass.	87½	....	87½	....	....	87½
South Boston (Horse)	....	....	....	....	....	
Cambridge	....	....	....	....	....	
Metropolitan	65	64	....	....	65	
Middlesex	....	....	....	....	....	
Central Mining Co.	....	....	....	....	....	
Copper Falls	11½	....	....	....	....	
Franklin	....	....	....	9⅞	9¾	
National	6¾	....	....	....	....	
Pewabic	12	....	....	11	11	11
Quincy	....	....	....	....	....	

London Stock Exchange.

	Closing Prices. Aug. 23.	Aug. 30.
Atlantic & Gt. W. 1st mort., $1,000	69 — 71	69 — 71
Do. 2d mort., $1,000	59 — 61	55 — 58
Do. Con. mort. B'nds Bisch's Cert.	34 — 36	33 — 35
Do. Reorg. Scrip	94 — 99	94 — 99
Do. Leas. Lines, Rental Bonds	83 — 85	83 — 85
Detroit & Milwaukee 1st mort. Bonds	73 — 76	73 — 76
Do. 2d do.	73 — 76	73 — 76
Erie shares 100 dol. all paid	38½ — 39	40½ — 41
Do. Ticket of Protec. Com. attached	— — —	— — —
Do. 6 per cent Convertible Bonds	95 — 96	95 — 96
Do. European Agency Certificates	— — —	— — —
Illinois Central $100 shares all paid	105 —109	103 —105
Do. Redemption mort. bonds 6 p.c.	102 —104	102 —104
Illinois & St. Louis Bridge 1st mort.	96 — 98	97 — 99
Marietta and Cincinnati Rail. Bonds.	82 — 85	82 — 85
Michigan Central 8s 1882, conv.	90 —100	90 —100
Panama 2d mort.	— — —	— — —
Panama General mort.	92 — 94	93 — 95
Pennsylvania, 2d mort.	99 —101	99 —101
Do. General mort.	95½ — 96½	95½ — 96½
Do. $50 shares	47 — 49	47 — 49
Philadelphia and Erie 1st mort.	97 — 99	97 — 99
Do. with option to be paid in Phila.	97 — 99	97 — 99

American Railroad Journal.

Saturday, September 14, 1872.

Stock Exchange and Money Market.

The Money market has been comparatively well supplied, chiefly through the agency of private lenders, the banks having been less liberal of accommodation in view of their contracted reserve averages. The demand for aid has been good on mercantile account, with strictly prime to good grades of business paper rated at from 7@10 per cent. per annum. The speculative inquiry has been brisk, and has been quite readily met, within the range of 4@6, generally at 5 per cent. on call, on the pledge of satisfactory collaterals. The city banks, last week, were again losers, in their leading items of averages, particularly so in that of deposits, while reporting a further slight increase in their circulation. The U. S. Sub-Treasury added moderately to its coin balances chiefly through the receipts from customs which amounted at this port alone, for the week, to $3,664,000. The office reduced its currency reserves about half a million.

The U. S. Sub-Treasury office last week received $3,505,444 of currency, and $3,965,129 of gold, the latter including $3,664,000 from customs; and disbursed $3,941,144 of currency and $3,513,747 of gold, the latter embracing $982,526 of coin interest. The city banks reduced their loan and discount average about 1⅛ millions during the week, and enlarged their outstanding circulation slightly. The U. S. Sub-Treasury held a currency balance on Wednesday morning of $10,232,302, and a coin reserve of $51,718,675.

The city banks, in their latest return, show a reduction of $298,200 of legal tender notes, $2,951,000 of specie, and of $5,420,000 of deposits, also a contraction of $1,172,400 in their loan and discount averages, and an increase of $57,900 in their item of circulation. The city bank exchanges, last week, averaged 93¼, and thus far, this week, about 103 millions daily. The banks now hold $2,232,525 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $13,451,300, against $10,762,800 same time last year. The city bank deposits are now $213,616,200 against $249,078,600, week ending Sept. 9, 1871. The legal tender reserve amounts to $49,068,500, against $66,945,700 same time last year. The circulation now stands at $27,532,900 against $30,144,200 same time last year. The loans are now $287,640,000 against $311,206,300 at this date last year.

The coin reserve of the city banks is now under 13½ millions as against about 29½ millions on the 20th of July; the legal tender reserve is about 49 1/16 millions against about 55½ millions on the statement of June 15th; and the deposits are now down to 213⅝ millions, against 247½ millions on the 20th of July.

Government revenues have been yielding quite satisfactorily since our last. The excises yielded within the week about three millions, and thus far in the current fiscal year beginning with July 1, 1872, $28,488,739. The customs at the port of New York last week were $3,522,111; at the outports, equal to about $1,200,000 all in coin, or coin certificates.

Under the Treasury programme for September, Government proposes to sell, Gold, as follows: Thursday, September 19, $1,000,000; Thursday, September 26, $1,000,000. And to buy in Five Twenties, as follows: Wednesday, September 18, $1,000,000; Wednesday, September 23, $1,000,000.

The Gold speculation has been of less general interest, and the fluctuations in the price have been within a narrow range. The customs call has been up to about $600,000 per day. The export drain has been unimportant. The later transactions indicated weakness.

The range of the price during the week has been from 112⅝@113⅜ and the closing quotation on Wednesday was 112⅞ against 113 the preceding Wednesday. The specie outflow last week, was only $374,433. The Gold Exchange Bank clearances have averaged about 44¾ millions per day during the week.

The customs demand for Gold last week, averaged $610,670 a day; thus far, this week, it has averaged $589,000 a day, or equal to a weekly aggregate of $3,534,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $8,367, and since Jan. 1, 1872, $2,884,995 against $7,506,816 same time in 1871. The total customs revenue of the Government, in

coin, at this port, since January 1, has been $107,581,542 against $111,924,297 during the same time in 1871.

Government has disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt, since January 1, 1872, $58,828,410, against $64,396,697 during the same time in 1871.

The export drain of specie was $374,433 last week, against $422,105 same week preceding year. The shipments since January 1, 1872, have been $56,916,603 against $54,296,201 during the same portion of 1871.

Foreign Exchange has been quoted decidedly lower, on a freer offering of bills, and a restricted inquiry, closing weak. Bankers' sixty day bills on London closed on Wednesday at 108⅛@108⅜; sight bills on London, 108⅞@109⅛.

The week's exports hence of domestic produce have been to the currency value of $4,909,999.

Government securities has been in less demand, and values have been quoted easier, influenced mainly by the depression in gold. The later transactions indicated a steadier range of prices.

On Wednesday, Government bought-in a million of Five-Twenties at 111 08@111 44 out of an aggregate offering of $4,494,600.

U. S. sixes of 1881 at the close on Wednesday of the current week were quoted at 115@115⅛; U. S. Five-Twenties of 1862, 113⅝@113⅞; U. S. Five-Twenties of 1864 at 113⅝@113⅞; U. S. Five-Twenties of 1865, 113¾@114; U. S. Five-Twenties of 1865 consolidated, 112⅝@112¾; U. S. Five-Twenties of 1867, 113@113½; U. S. Five-Twenties of 1868, 113@113⅛; U. S. Ten-forties at 107⅞@108 U. S. Fives of 1881 (Funding Loan) 111¼@111¾; Six per cent. currency bonds, 112@112⅛.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 28.	Sept. 4.	Sept. 11.
Consols	92¾	92⅞	92⅝
U. S. 5-20's of 1862..	92½	92⅝	—
U. S. 5-20s, 1865	93⅛	93¼	93¼
" 1867	92½	92⅝	92¼
" 10-40s	88	88	87½
New Fives of 1881...	89¾	89⅞	89¼
Erie.	40⅓	39¼	40

State bonds have been comparatively quiet and irregular as to prices.

Railway and Miscellaneous share property has been more active, and the speculative dealings have been more confident in the favorite stocks, prices closing firmly.

Railway Mortgage Loans have been in moderate investment demand, at the current rates. Central Pacific Sixes have been in request, at 99⅛@99¾. Chesapeake and Ohio have been selling at 94 per cent. and accrued interest.

The Metal trade has shown rather more life. Ingot Copper has been in pretty fair request and quoted about steady, with sales reported of 300,000 lbs., at 33¼c.@33½c. per lb. Scotch Pig-iron has been quoted firmer on light offerings of stock, but has been quite moderately dealt in; sales, 120 tons Gartsherrie at $57; 150 tons Glengarnock and 50 tons Langloan at $54, with Eglinton quoted at $52. American Pig-iron has been purchased to the extent of 500 tons, part at $56 for Allentown. Of Iron Rails, 2,000 tons English, and 2,000 tons American, sold on private terms, the former quoted at $73@$75, gold, and the latter at $85@$87 50, currency per ton. Lead, Spelter and Zinc, dull at old figures. Pig Tin firm at 33c.@33¼c., with sales of 100 slabs Shorts at 33c., gold. Tin Plates, tame, and irregular: sales, 250 boxes assorted Charcoal, at $13 25, gold.

General business has been fairly active in most kinds of Domestic produce, with values comparatively well supported in most instances. Middling upland cotton closed weaker on Wednesday at 21½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 33,744 bales, against 17,773 bales same time in the preceding year; exports 2.055 bales against 8,826 bales in the previous year; stock at the ports at latest dates, 55,302 bales against 99,337 bales same date 1871.

At the Live Stock Markets, Beeves have been in less demand at 10@13½ cts.; Veals at 7@10 cts.; Sheep at 5½@7½ cts.; Lambs, 6¾@9¾ cts.; Swine, at 5¼@5½ cts. per lb., all live weight. The week's receipt were 11,053 Beeves, 2,389 Veal Calves, 30,227 Sheep and Lambs, and 39,595 Swine.

Foreign goods have been more generally active, and on the whole, strong in price. The week's imports of foreign goods reached the amount of $8,969,052 including $3,365,385 of dry goods.

Ocean freights have been moderately active at firmer rates, particularly for Grain, of which the offerings have been quite liberal.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—South Carolina 6s, new, Apl. and Oct., 28; do Jan. and July, 25; New York State 7s, B. L., 108; Brooklyn 6s, W. L., 94½; Boston, Hartford and Erie R. R., 7¼; do. 1st mort., 39¾; do. guar. bonds, 55¾; Sixth Avenue R. R., 130; Second Avenue R. R., 95; Missouri, Kansas and Texas R. R., 41; Albany and Susq. R. R., 92; New York and New Haven R. R., 147; St. Louis, Kansas City and Northern pref., 70; Long Dock bonds, 95; Clev., Col., Cin. and Ind. 1st mort., 102½; Gt. Western 1st mort. 1888, 94; St. Louis and Iron Mt. 1st mort., 96; Lake Shore and Michigan Southern consols, reg., 101; Milwaukee and St. Paul 1st mort. Iowa div., 88; Central of New Jersey 1st mort. new, 103¼; do. 2d mort., 100; Hannabal and Naples 1st mort., 89; North Missouri 1st mort., 90½; Toledo, Peoria and Warsaw 1st mort. Burlington div., 87¾; Ohio and Miss. 2d mort., 87½; Western Union Tel., 71; do. 7s, 97½; Quicksilver pref., 55; Cumberland Coal and Iron, 80; Consol. Coal of Md., 42; Maryland Coal, 16½; U. S. Exp., 79⅞; Am. Mer. Union Exp., 71; Wells-Fargo Exp., 86; Adams Express, 93½; Mahattan Gas, 210.

Philadelphia.—Pittsburg, Cincinnati and St. Louis R. R. 7s, 81½; Catawissa 7s, new, 96; Philadelphia and Reading Gen'l mort. 7s, coupon, 102⅜; do. reg., 103¼; do. mort. 6s, 1844-'80, 95⅛; Sunbury and Lewistown 7s, 95; Lehigh Valley 7s, new, 102¾; Belvidere Delaware 2d mort., 84; Wilmington and Reading 7s, 102½; Pennsylvania and New York Canal 7s, 96; West Chester and Philadelphia R. R. 7s, 102¼; Green and Coates Streets R. R. 7s, 90; Delaware Division Canal, 46; Huntingdon and Broad Top Mt. pref., 12¼. The latest quotations are: City 6s, 98½@98¾; do. free of tax, 101½@101⅝; Pennsylvania State 6s, 1st series, 101¼@101½; do. 2d series, 103@104; do. 3d series, 106¾@107¼; Philadelphia and Reading, 57¾@57¾; do. Gen'l mort. 7s, 1893, 102@103; do. mort. 6s, 1880, 95⅛@95⅛; United New Jersey R. R. and Canal Co., 127¾@128; Camden and Amboy mort. 6s, 1889, 98@98½; do. 1883, 92@92½; do. 1889, 92@92½; Pennsylvania R. R., 58¼@58½; do. 1st mort., 100@101; do. 2d mort., 99¾@—; do. General mort. coupon, 92½@93; do. reg., 96@97; Little Schuylkill R. R., 48@49; Morris Canal, 49½@50; do. pref., 120@122; do. 6s, 93@98; Susquehanna Canal, 8@8½; do. 6s, 75@78; Schuylkill Nav., 7@8; do. pref., 14¾@15; do. 6s, 1882, 77@78; Elmira and Williamsport pref., 42—@; do. 7s, 1873, 95@95; do. 5s, 60@61; Lehigh Coal and Navigation, 39¾@40; do. 6s, 1884, 89¾@90; do. R. R. Loan, 96@97; do. Gold Loan, 93¼@93½; North Pennsylvania, 49½@50; do. 6s, 100@100¼; do., 7s, 96½@97; do. Chattle 10s, 112½@—; Philadelphia and Erie, 26¼@27¼; do. 6s, 92½@92½; Minehill, 52½@53; Catawissa, 11@18; do. pref., 44½@45; Lehigh Valley, 59⅞@60; do. 6s, new coupon, 98@98½; do. reg., 98@99; do. 7s, 102½@103; Fifth and Sixth streets, (horse,) 50@51; Second and Third, 60@60½; Thirteenth and Fifteenth, 20@21; Spruce and Pine, 38@34; Green and Coates, 46@46; Chestnut and Walnut, 57@59; Hestonville, 19@19; Union, @—73; Germantown, 34@40.

Boston.—Boston, Clinton and Fitchburg 7s, 1891, 90; Eastern R. R. 6s, 1874; 97½; Rutland R. R. pref., 58; do. 8s, 1880, 83½; Boston and Albany 7s, 1892, 107¼; Vermont and Canada 8s, 89; Vermont Central 1st mort., 65½; Burlington and Missouri River R. R. 8s, in Nebraska, 99½; Atchison, Topeka and Santa Fe R. R 1st mort. 7s, gold, 81½; do. L. G. 7s, 80; Missisquoi R. R. 7s, 1891, 80; Grand River Valley R. R. 2d mort. 8s, 1879, 102¼; European and North American 1st mort. 6s, gold, 87; Norwich and Worcester R. R., 122; Cincinnati, Sandusky and Cleveland R. R., 19¾; Nashua and Lowell R. R., 140¾; Portsmouth, Gt. Falls and Conway R. R., 98⅜; Cary Imp., 10½; Waverly Land, 8; Boston Water Power, 48; Vermont 6s, 1878, 99; New Hampshire 6s, 1902, 98¼; Maine 6s, 1889, 100; Boston 6s, 1876@1880, currency, 100; Cambridge 6s, 1883, 98; Bath 6s, 1891-'2, 90½; Lowell 6s, 1890, 97; Burlington Iowa, 10s, 1878, 100⅛; Allouez Mining Co., 7⅛; Calumet and Hecla, 160⅞; Hanover, 1½; International silver, 2½; Petherick, 3¼; Shuniah Silver, 5; Superior, 50c.

Baltimore.—Orange, Alex. and Manassas 7s, 83; Orange and Alexandria 1st mort. 6s, 94; do. 2d mort, 6s, 85; do. 3d mort. 8s, 91½; do. 4th mort. 8s, 84; Central Ohio R. R., 35; do. 1st mort., 85½; Union R. R. 1st mort. guar., 92½; Maryland Defense 6s, 103½. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 94⅞@95¾; Baltimore and Ohio, 155@159; do., 6s, 1875, 97½@99; do., 1880, 96¼@96⅝; do., 1885, 96½@97¼; Parkersburg Branch, 10@15; Northern Central 38½@39½; do. 6s, 1885, 94@95; do., 1900, 90@91; do., 6s, 1900, gold, 93½@94; N. W. Va. 1st mort., 99@101; do., 2d mort., 99@100½; do., 3d mort., 1885, 90@91½; Marietta and Cincinnati 1st mort. 7s, 1892, 98½@99½;

do., 2d mort., 7s, 91@91⅛; do., 3d mort., 8s, 83½@83¾; Central Ohio, 34¼@36; do., pref., 35@39½; do. 1st mort., 85¼@86; Western Md. 1st mort. 6s, 1890, 90@—; do. 1st mort. guar., 96½@97½; do., 2d mort. guar., 96½@—; do. 3d mort., guar., 93@96; do. 2d mort pref., 80@85; do., 2d mort. guar. by Washington Co., 82@89; Richmond and Danville bonds, 79½@80¼; Orange and Alexandria 1st mort. 6s, 93@95; do., 2d mort. 6s, 81@87; do., 3d mort. 8s, 91@94; do., 4th mort. 8s, 83½@85; Orange, Alex. and Manassas 7s, 81@81¾; Virginia and Tennessee 1st 6s, mort., 95@100; do., 6s, 2d mort., 79@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99@100; do., 1884, 98@98½; do. 1886, 97½@98½; do., 1890, 98⅞@99; do., 1893, exempt, 98@—; do., 1900, exempt, 97½@98½; do. 1902, 97½@98½; Memphis City 6s, 53@54¾; Maryland 6s, 1890, 97@100; do. Defense Loan, 1883, 103@103½; City Passenger R. R., 22¾@24; George's Creek Coal, 94@96; Atlantic Coal, 1.50@1.95.

The New Railroad Outlet for the Southwest.

CHESAPEAKE AND OHIO RAILROAD BONDS.

The Chesapeake and Ohio Railroad Company, whose extension of their line to the Ohio river, at a point favorable for continuous navigation, was begun some two years and a-half since, have so nearly completed the work that they are able to announce that trains will be running from Richmond to Huntington, 420 miles, before the close of the year. They at the same time announce the disposal of all but $500,000 of their fifteen million first mortgage loan; and it is now proposed to offer the unsold balance, together with about $2,500,000 of these bonds which have been either repurchased or received in exchange for the Debenture Bonds of the Company, for public proposals. The opportunity is thus afforded capitalists to secure a portion of this Loan at the time when the whole remainder is being removed out of the market, prior to its introduction upon the Stock Exchanges, and just as the magnificent enterprise is on the eve of completion. A portion of these bonds is already held in Europe, and it is natural to expect that large amounts will follow, as in the case of the Central Pacifics, under substantially the same financial management. As will be seen by their advertisement in our columns, Proposals for Bonds should be sent to the Financial Agents of the Company, Messrs. FISK & HATCH, up to Monday, the 16th inst.

☞ The earnings of the Central Pacific Railroad Company for the month of August, 1872, were $1,228,297; for the month of August, 1871, $1,006,373—increase this year over 1871, $281,924. Earnings first eight months 1872, $7,972,208; earnings first eight months, 1871, $5,920,552—increase this year over 1871, $2,051,656.

☞ The estimated earnings of the Erie Railway for the week ending September 7, 1872, were $379,871; against $414,087 for the corresponding period of 1871—a decrease of $34,216. Total earnings since April 1, 1872, $8,244,909—an increase over the same time in 1871 of $47,367.

☞ The Muskegon and Big Rapids (Mich.) Railroad is to be built forthwith, James F. Joy having taken hold of the enterprise.

HOUSTON AND TEXAS CENTRAL
RAILWAY COMPANY'S
FIRST MORTGAGE
Land Grant Sinking Fund

7 PER CT. GOLD BONDS,

AT 90 AND ACCRUED INTEREST IN CURRENCY,

Yielding over Nine per Cent. on the Investment.

WILLIAM E. DODGE, of New York, President.
SHEPHERD KNAPP and WILLIAM WALTER PHELPS, Trustees for Bondholders.

Principal and Interest payable in Gold at the National City Bank, New York. We confidently assure investors that these Bonds are in every respect first-class, and we recommend them as an entirely safe investment. All securities taken at Board prices in exchange. Circulars and information may be obtained at our office.

JOHN J. CISCO & SON,
No. 59 Wall-st., New York.

Cotton Trade of Mobile.

The exports of Cotton from Mobile (Ala.) for the years ending September 1, 1871 and 1872, have been as follows:

	1871.	1872.
Great Britain	137,484	211,154
France	16,133	10,432
Other foreign ports	9,537	14,925
Total foreign	163,154	236,511
Total United States	84,194	122,234
Grand total	247,348	358,745

Commerce of Charleston.

The Charleston (S. C.) *Courier* publishes the following as an approximate value of the leading articles of export from that port during the year ending August 31, 1872:

Cotton, 270,000 bales upland	$27,000,000
Cotton, 11,789 bags Sea Island	2,500,000
Rice, 43,000 tierces	2,000,000
Navel stores, 149,000 barrels	1,100,000
Lumber, 12,000,000 feet	175,000
Domestic yarns 20,000 bales	2,000,000
Phosphates (manufactured and crude)	1,500,000
Sundries additional	2,000,000
Total value	$38,275,000
To which add the jobbing trade of the city	22,275,000
Showing the business of Charleston to have amounted the past year to	$60,550,000

☞ Gen. George W. Cass has been elected President of the Northern Pacific Railroad Company, Vice J. Gregory Smith, Esq., resigned. Mr. Cass will take up his residence permanently in New York, and give his undivided attention to the interests of the Northern Pacific.

☞ The Detroit river tunnel is progressing. The tunnel now extends under the river 905 feet from the Michigan shore, and about 300 feet from the Canada shore.

☞ It is stated the Allegheny Valley Railroad Company has purchased a controlling interest in the Oil Creek and Allegheny River Railroad, and will take possession soon.

THE
St. Joseph & Denver City
RAILROAD COMPANY'S
First Mortgage Bonds

are being absorbed by an increasing demand for them.

Besides being the obligation of a wealthy corporation, composed of men of experience and high-toned commercial integrity, they are secured by a first mortgage on the road, revenues, land grant, franchise and equipments, combined in one mortgage, and are readily negotiable both in the markets of this country and Europe.

A liberal sinking fund provided in the mortgage deed must advance the price upon the closing of the loan. Principal and interest payable in GOLD. Interest at eight (8 p. c.) per cent. per annum, payable, semi-annually, free of tax Principal in thirty years. Denominations, $1,000, $500 and $100, Coupons or Registered.

Price 97½ and accrued interest in currency, from August 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and Trust Company of New York.

The diminished quantity of these Bonds for sale, and the increased demand absorbing them, warrant the belief they will soon be sought for at an advance considerably above the present subscription price at which they can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.
BANKERS,
NO. 11 WALL STREET.

☞ The Philadelphia *Ledger* of 9th inst., reports the net anthracite coal tonnage for the week ending on the 31st ult., from all sources, at 460,663 tons, and for the year 12,872,899 tons, against 8,606,476 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,266,423 tons. The production of bituminous coal for the week was 57,525 tons, and for the year 1,669,356 tons, against 1,543,495 tons to the corresponding time last year—an increase of 125,161 tons. The total production of all kinds of coal for the week was 517,688 tons, and for the year 14,542,255 tons, against 10,109,881 tons to corresponding time last year, showing an increase of 4,432,374 tons.

☞ The Pewabic Mining Company has declared a dividend of $1 per share, payable October 5.

Journal of Railroad Law.

COMMON CARRIERS—BURDEN OF PROOF—RESPONSIBILITY FOR LOSS OF CATTLE.

The late case of The Baltimore and Ohio Railroad Company *vs.* Brady (32 Maryland, 333), was an action to recover damages for loss and injury to a number of cattle belonging to the appellee. The appellant offered in evidence a printed tariff of special rates under which it assumed no responsibility for loss, damage or delay to stock. This tariff contained the condition that the rates therein specified were to be charged only when the owner of the stock, or the party in charge of them, executed to the company a release of all liability for risks or damage to his person or stock. When no such release was executed, the charge would be made at local first class rates of the general tariff. The appellee was charged for the transportation of his cattle under the tariff of the special rates, but executed no release.

The following is the opinion of the court delivered by—

BRENT, J.—There is no doubt that a common carrier by an express contract with his employer may limit his ordinary responsibilities. Where idemnity from loss is claimed by virtue of such a contract, the burden of proof to establish it is upon the carrier.

In this case a special contract was attempted to be set up by showing that the appellee paid for the transportation of his stock at a tariff under which by the printed table the company assumed no responsibility for loss, damage or delay of stock. This alone was not sufficient. It was necessary to show that the owner of the cattle had notice or actual knowledge of these terms at the time or before the delivery of the stock by him to the company to be transported and they were assented to on his part. 2 Redfield on R. R., 80. This was the only question in the case; it was one of fact for the jury upon all the evidence and was promptly submitted to them.

There was no written contract which the court was called upon to construe; and although the appellee may have paid the special rates, it does not follow, as a conclusion of law, that he had notice of the terms upon which they were charged, or that he assented to the same. The weight of testimony is against any such conclusion. The evidence offered by the company shows that really no contract was entered into by the appellee to limit their responsibility as a common carrier. Where the special rates were accepted, releases were to be given. In this case, no release was given by the owner of the cattle, according to the company's own terms, a contract was never consummated between the parties. Their own evidence also rebuts the presumptions of any contract growing out of the charge of the special rates. The cattle were placed on the cars at Brady's Mills, and the charges for their transportation were fixed at the company's office in Baltimore City, after the accident and loss occurred, upon which this action is founded.

In looking at the whole case, the appellant has nothing to complain of in the instruction and payers which were granted by the court below. The prayers of the appellee which were granted, properly state the law of the case. And in the fourth prayer of the appellant the case is most favorably submitted to the jury upon the law, and the whole question of the existence of any special contract left to be passed upon by them on the whole evidence in the case.

Seeing no error in the rulings of the court below, the judgment will be affirmed.

Judgment affirmed.

Springfield and Illinois Southeastern Railway.

Last May the Springfield and Illinois South Eastern Railway Company being desirous to extend its roads northwestwardly from Beardstown to some point on the Mississippi River, and from Shawneetown to some point on the Ohio River, entered into an agreement with the Cleveland, Columbus, Cincinnati and Indianapolis Railway Company by which each is bound to supply the other with all the freight and passengers it can, and the latter guarantees to apply 25 per cent. of the gross earnings to be derived from this source to the purchase of the mortgage bonds of the former. This 25 per centum is expected to realize $200,000 per annum. The mortgage bonds on the road that is now in running order for 228 miles, amounts to $3,400,000 of the denomination of $1,000. Two hundred of these bonds will be annually drawn by lot and the principal and accrued interest paid in coin. This "traffic guarantee" is in some respects new. In this form, besides to the holder's assurance of the ultimate redemption of his bonds, it adds the hope that it may be at a day much earlier than he had anticipated. It utilizes the element of chance in a manner entirely unobjectionable.

☞ The Directors of the Ware River (Mass.) Railroad Co. have organized by choosing Charles A. Stevens of Ware President, and Otis Low of Ware Secretary and Treasurer. The first section of the road, which is now leased to the New London Northern Railroad, will be surrendered as soon as the whole road is completed, which it is expected will be in January, 1873, when cars will be running from Winchendon to Palmer.

☞ Track laying on the Lake Erie and Louisville Railroad is progressing satisfactorily between Lima and Findlay, Ohio. The latest reports say the party were at Rawson, nine miles from Findlay, and expected to reach Bluffton in ten days. The grading north is finished to Lima, and work on the grade south has commenced and will be pushed rapidly forward.

☞ The Saginaw *Enterprise* says that the work of track laying on the Saginaw Valley and St. Louis Railroad has commenced in good earnest, and assurances have been given that the cars will be running through to St. Louis in a very short space of time.

☞ The Lynchburg *Virginian* says that the work of grading on the Lynchburg and Danville railroad is progressing rapidly, and it is thought will be ready for the track within the next sixty days.

☞ John S. Hoffman has purchased the rolling mills at Cooper's Point for $99,250. They will be put in working order in about two weeks.

☞ W. H. Slingerland, of Albany, has been appointed chief engineer of the proposed railroad from Hudson to the State line.

Cold Water and Northwestern Railroad.

The Bellefontaine (Ohio) *Republican* says that the Coldwater and Northwestern Railroad, designed to run from Lima, on the Dayton and Michigan Railroad to Columbus, is again on foot and in a fair way of proving a success. It urges that assistance be given it, and for the following reasons:

We have graded already, with the exception of a short half mile, a good road-bed from Bellefontaine to Marysville, a distance of twenty-four miles—where about $100,000 of capital is lying unused and valueless, having no interest—we can soon put it to use and profit. It will give a connection with the great growing Northwest. It will, on the other hand, by way of the Baltimore and Ohio, from Columbus, gives us a through Eastern connection to the cities of the seaboard.

☞ The Athens (Ga.) *Watchman* says that the contract for grading the Northeastern Railroad from that place to the Air-Line Road has been awarded to Grant, Alexander & Co., who have also subscribed liberally to its stock. They will commence operations on the 9th inst., and push the work rapidly. It will take but a short time to construct and equip the first twenty miles—when State aid, to the amount of fifteen thousand dollars per mile, can be secured.

☞ The railroad between Lafayette, Ind., and Kankakee, Ills., having been completed, the Illinois Central, in connection with the Cincinnati, Lafayette and Chicago, and Indianapolis, Cincinnati and Lafayette Railroads have commenced running through trains between Chicago and Cincinnati, *via* Kankakee, Lafayette and Indianapolis. A fast freight line has been established, to be known as the Kankakee Line, which is now in regular operation, with good equipment.

☞ The earnings of the Union Pacific Railroad in July, 1872, were $743,382; and the expenses, $357,840—making the net earnings $385,542. From January 1, to July 31, 1872 the earnings were $4,584,999; the expenses, $2,744,984—and the net earnings $1,840,015. This shows an increase for July in gross earnings of $69,689; and for the seven months ending July 31, 1872, of $501,021. The increase in net earnings for July was $30,151; and for the seven months ending July 31, $238,772.

☞ The Pennsylvania and Delaware Railroad, extending from Pomeroy, on the Pennsylvania Railroad, to the Delaware State line, where it connects with the Delaware and Pennsylvania Railroad, is fast approaching completion. The locomotive already passes over the greater portion of it daily, and it is the intention to open it for travel on the 18th of September.

☞ The contractors for building that part of the Philadelphia, West Chester and Downingtown Railroad, lying between Philadelphia and West Chester, have been ordered by the directors to push along the work as fast as in can be marked out by the engineer.

☞ The North Grey Branch of the Northern (Canada) Railway is completed as far as Thornbury, and was opened for traffic on the 2d inst.

☞ A movement is on foot to have the Toronto, Grey and Bruce Railway extended from Wroxeter, via Ainleyville, Seaforth, Brucefield, and Varna to Bayfield.

☞ The secretary of the Dayton, Piqua and Toledo Railroad Company reports that the prospects for completing the work on the line north of Piqua, at an early day, are encouraging—a survey of the route having been completed, and arrangements made for building the road. A surveying party will start along the route down the Stillwater Valley, from Piqua to Dayton, during the present month.

☞ The Davenport and St. Paul division of the Indianapolis, Bloomington and Western Railroad has been completed to Hopkinton, seventy miles north of Davenport, and trains are running regularly to that point.

☞ The Wolfboro' Branch of the Portsmouth, Great Falls and Conway Railway has been completed from the main line at Sanborn's Junction northwestward to Wolfboro', N. H., 12 miles.

☞ Work has been commenced at Gardner (Mass.) upon the extension of the Worcester and Gardner Railroad.

Board of Engineers of the Fourth Avenue Improvement.

Office, Grand Central Depot.

NEW YORK, September 5th, 1872.

Notice to Contractors.

SEALED PROPOSALS will be received by the undersigned at this Office until Two O'Clock of the thirtieth day of September 1872, for all the work on the Fourth Avenue Improvement between 79th Street and Harlem River, embracing a large amount of heavy work, Excavation, Tunnels, Walls, Bridges, &c.

Plans, Specifications and Blank Proposals will be in readiness at this Office on the eleventh day of September, on and after which time the Engineers will be present to make explanations.

ALLAN CAMPBELL,
ALFRED W. CRAVEN,
EDW. H. TRACY,
J. C. BUCKHOUT, } Board of Engineers 4th Avenue Improvement.

FOR SALE.

Four new passenger Coaches for sale; two 60 passenger each, price $5,250; two 76 passenger, price $7,000 each, now ready for lettering. Also a 30 ton new Locomotive ready for use.

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One (Osgood Pattern) Second Hand. Price $10,000.

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Two Large Dumping Scows, $3,500 Each.

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78 & 80 BROADWAY,

NEW YORK CITY.

Railroads, Bridges, Explorations.

☞ Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

Iron Furnace Property

FOR SALE.

THE EASTON IRON MANUFACTURING Company will sell at Public Sale, at the Circle, in the borough of Easton, Northampton County, Pa.,

On Thursday, September 26th, 1872.

at 10 o'clock in the forenoon, their

Blast Furnace and Real Estate

located in the borough of Glendon, Northampton Co., Pa., containing about 15 acres of Land. The Furnace erected thereon is a sheet iron casing stack, 14½ feet bosh by 70 feet high, with bell and hopper, J. P. Morris & Co.'s low pressure condensing engine, 8 boilers, 2 Kents' hot blast ovens, casting house, engine house, steam hoist, 11 tenement houses, 2 stables and a blacksmith shop. The furnace buildings are built of brick and stone, and put up in the best of manner, with all the modern improvements. The works have been built about one year, and are now in blast. Its production of iron is as great as any other blast furnace in the Valley for its size. Canal and Railroad in close connection. Hematite Ores are very plenty, and there is sufficient for several more furnaces. No better location can be found; iron can be manufactured and conveyed to market as cheap, if not cheaper, than any other place in the Lehigh Valley. Leases and all other advantages belonging thereto sold together with the property, which will appear in the conditions of sale. The Furnace will be sold in blast, if nothing prevents. Terms and conditions made known on the day of sale. Sale positive and without reserve. Any parties wishing to view said property will please call on the premises.

EASTON IRON MANUFACTURING CO.

Easton, August 20, 1872.

Notice to Contractors.

OFFICE KENTUCKY AND TENNESSEE R. R.
MOBILE, ALA., August 13, 1872.

THE KENTUCKY AND TENNESSEE RAILroad Company desire to contract for the construction of their Road from Columbus, Ky., to Fillmore City on the Ohio River, opposite to the City of Cairo, Illinois, a distance of about twenty-one miles.

The road runs up the Valley of the Mississippi River, and, for the greater part of its length, will require heavy embankments, trestle work, and pile bridging.

Maps, profiles, specifications, and any other information, may be obtained at this office after the first of September next.

The work is required to be completed within six months after the ratification of the contract, and is worthy of the attention of large contractors.

L. J. FLEMING,
6t34 Chief Eng. Ken. and Tenn. R.R.

RAILS MADE BY THE

Park Gate Iron Co.,

Rotherham, England,

SUPERIOR QUALITY, FOR SALE BY

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PROPOSALS

FOR THE CONSTRUCTION

OF THE

TEXAS AND PACIFIC RAILWAY.

Proposals will be received up to the 1st of October, 1872, at the office of the Texas and Pacific Railway company at Marshall, Texas, for the grading, bridging, tieing and tracklaying of about five hundred (500) miles of the Texas and Pacific railway, divided into the following divisions:

The southern division, extending from Longview through Dallas to Fort Worth—155 miles.

The Jefferson division, extending from Marshall through Jefferson to Texarkana—65 miles.

The east half of the trans-continental division, extending from Texarkana to the crossing of the Houston and Texas Central railroad, near Sherman—156 miles.

The west half of the trans-continental division, extending from the crossing of the Houston and Texas Central railroad to Fort Worth—68 miles.

The grading and bridging will be let in one mile sections; the tracklaying by the mile; the ties by one thousand and upwards.

Each class of work to be bid for separately.

The time for completing the grading, bridging and tieing extends from sixty days to nine months.

The company reserves the right to reject any or all bids, and in letting the work will be the judge of the responsibility of parties bidding, and will give preference to contractors having outfits on the ground ready to commence work within ten days after the date of contract.

Profiles, estimates and specifications can be seen at the office of the company, in Marshall and Jefferson, Texas, and at the Pacific National bank, Council Bluffs, Iowa.

Contractors, upon arriving on the ground, can obtain work up to the date of general letting, on the fifty miles west of Longview.

Address, until September 20th, Council Bluffs, Iowa—after that date, Marshall, Texas.

G. M. DODGE,
Chief Engineer.

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Patentees, and others can secure the professional services of Mr. Bowen, in procuring United States and Foreign Patents, and conducting Patent suits for INJUNCTIONS and INFRINGMENTS in the U. S. Courts.

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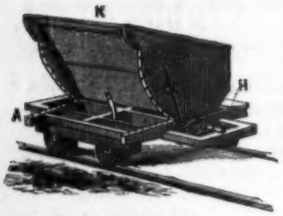
CAMP'S IMPROVED DUMPING CAR.



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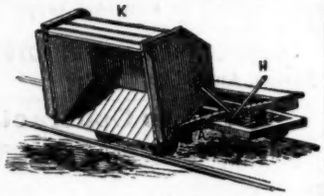

Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

To replace the box in readiness for another load.

The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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Steamers leave 10th 20th and 30th each month, except when those days fall on Sunday, then the day previous.

Sept. 20, steamer OCEAN QEEUN, CAPT. JEFF MAURY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall direct, connecting at Panama with steamer SACRAMENTO, Capt. ——, touching at Acapulco, Manzanillo and Mazatlan, and also connecting for all Central American and South Pacific ports. Departures of 10th and 20th each month connect with the Company's steamer, touching at San Benito, Tonata, Salina Cruz and Port Angel.

Freight for all way ports received until 4 P. M. of Sept. 18.

Steamer GREAT REPUBLIC will leave San Francisco, Oct. 1, 1872, for Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

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THE MOST PERFECT YET INVENTED.

Can be dumped by a single motion of one hand while you hold the horse with the other.

The tail-board being attached to the shafts, lifts of its own accord when the cart is dumped, as seen on the right of the engraving. As soon as the load is dumped all you have to do is to start the horse, and the cart will resume its proper position, as seen in the left of the engraving, hook itself and replace the tail-board, without any assistance of the driver whatever. The shafts are attached to the outside of the body, near the hubs, which gives the horse great control over the cart, and prevents the body from playing from side to side as they do when the shafts are pivoted underneath.

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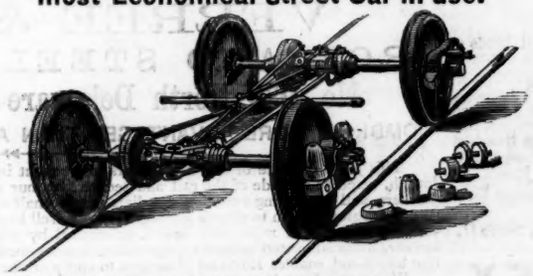

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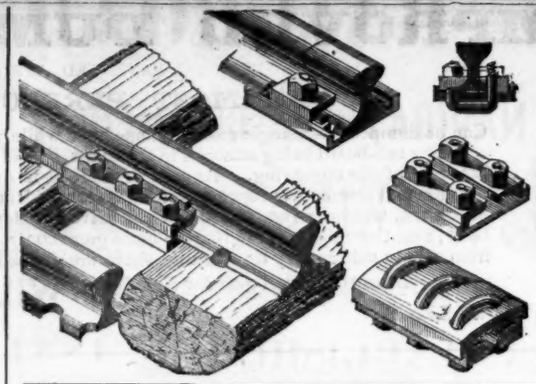

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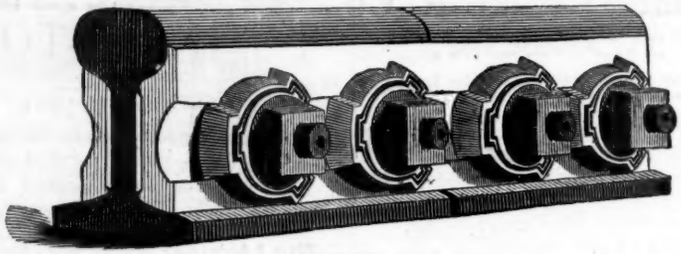

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This Joint is made of two heavy bars of wrought iron, or cast steel, sixteen inches in length, or any other desired length, fitted to the side of the rail and secured by four three-quarter inch bolts, with four malleable cast-iron cups and washers, and a gum ring two inches in diameter and half an inch thick, in each cup.

The value of gum to absorb jarring motion is well known; but when the pressure is as great as that required to secure the ends of railroad rails, some device, or method by which to prevent the gum from being forced out from under the washer, when subjected to increased pressure, is indispensable. The PATENT COMPENSATING FISH-JOINT secures that effect and enables Railroad Managers to apply all the force and pressure desired.

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That it makes the best and cheapest form of fastening, requiring no plate or chair underneath the foot of the rail.

That it is safe and secure, and prevents the numerous accidents resulting from loose or broken rails.

That this Joint absorbs the vibratory shock given by the wheels in passing over the ends of rails, and thereby preventing fracture; and we have yet to hear of the first rail having been broken with our Joint on it.

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